



California Boating Facilities Needs Assessment



Volume IV

Law Enforcement Boating Facilities Needs Survey

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California Boating Facilities Needs Assessment

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Guide to Five Volume Report California Boating Facilities Needs Assessment

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Volume II	Regional Boaters and Boating Facilities
Volume III	Appendices to Statewide and Regional Boaters and Boating Facilities
Volume IV	Law Enforcement Boating Facilities Needs Survey
Volume V	Boating Economic Assessments and Facilities Demand Projections
Compact Disc	Database Inventory of Boating Facilities (In Volume III-Addendum)

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Chapter 1



Introduction

1. Introduction

This volume contains the methodological description and summary results of the California Boating Facilities Needs Assessment (BNA) Law Enforcement Study. It is intended to support the other volumes and appendices of the complete BNA report, although it may also be read as a distinct and separate report.

The first section of this volume describes the study methodology, including the sampling and survey design. The survey questions are listed and the basic coding procedure is reported.

Following the methodology, a hierarchical results section is presented, with statewide results being followed by results for each of the ten regions as defined in **Exhibit 1** and **Table 1**. At each level of results, the discussion highlights the top

problems and recommendations, as indicated by representatives of the law enforcement agencies interviewed, with paraphrased comments drawn from the interviewer's original notes. The descriptions are followed by tables that list the top problems and recommendations, as well as tables that detail every cited problem and recommendation within each of the regions. These detailed tables are also broken down by county and individual waterway.

The results are also supported by tables indicating original and abbreviated coding categories, as described in the methodology section, and alphabetically and numerically cross-referenced lists of the agencies interviewed. A copy of the original letter sent to prospective agencies and an interview template are included at the end of this volume.

Exhibit 1

The Ten California BNA Regions



Table 1
Counties within Each California BNA Region

1. North Coast		6. Northern Interior	
<ul style="list-style-type: none"> ■ Del Norte ■ Humboldt ■ Mendocino ■ Sonoma 		<ul style="list-style-type: none"> ■ Lassen ■ Modoc ■ Siskiyou 	
2. San Francisco Bay Area		7. Sacramento Basin	
<ul style="list-style-type: none"> ■ Alameda ■ Contra Costa ■ Marin ■ Napa ■ San Francisco ■ San Mateo ■ Santa Clara ■ Solano 		<ul style="list-style-type: none"> ■ Butte ■ Colusa ■ El Dorado ■ Glenn ■ Lake ■ Nevada ■ Placer ■ Plumas 	<ul style="list-style-type: none"> ■ Sacramento ■ Shasta ■ Sierra ■ Sutter ■ Tehama ■ Trinity ■ Yolo ■ Yuba
3. Central Coast		8. Central Valley	
<ul style="list-style-type: none"> ■ Monterey ■ San Luis Obispo ■ Santa Cruz 		<ul style="list-style-type: none"> ■ Amador ■ Calaveras ■ Fresno ■ Kern ■ Kings ■ Madera ■ Mariposa 	<ul style="list-style-type: none"> ■ Merced ■ San Benito ■ San Joaquin ■ Stanislaus ■ Tulare ■ Tuolumne
4. South Coast		9. Eastern Sierra	
<ul style="list-style-type: none"> ■ Los Angeles ■ Orange ■ Santa Barbara ■ Ventura 		<ul style="list-style-type: none"> ■ Alpine ■ Inyo ■ Mono 	
5. San Diego		10. Southern Interior	
<ul style="list-style-type: none"> ■ San Diego 		<ul style="list-style-type: none"> ■ Imperial ■ Riverside ■ San Bernardino 	

Chapter 2



Methodology

2. Methodology

As part of the larger California Boating Facilities Needs Assessment project, the law enforcement survey was intended to solicit input and recommendations from law enforcement agency representatives concerning boating conditions and any problems that they might encounter. This section details development of the survey sample, the questionnaire used to interview the agents, the interview process, the coding process, and the analysis of the information. The following section includes tables and summaries of actual data collected.

A. The Survey Sample

A law enforcement agency database was created using a list generated by the Department of Boating and Waterways (DBW). This database contained the name, address, telephone number, and contact person for 278 agencies that had an active boating safety and law enforcement program during the survey period (Summer of 2001). The included agencies varied considerably. For example, the database contained city, state, and federal agencies. In some cases, the agency had jurisdiction of a single waterway, while in others the agency had jurisdiction over all the waterways within a county. Also, there were some agencies that had jurisdictions that crossed county and/or state lines. Agencies also varied with respect to services provided: some of the agencies, such as the county sheriffs, focused on law

enforcement. Other agencies, such as the Santa Cruz State Lifeguards, only provided rescue services. Furthermore, there were several park and recreation agencies, such as the Monterey County Parks Department, that focused primarily on providing recreational opportunities along with boating safety and law enforcement programs.

From this database, a shorter, convenience sample of 107 agencies was generated for the purpose of the survey. While not scientifically random, a conscientious effort was made to maximize the representative nature of the sample. Initially, in consultation with the DBW, agencies that had disproportionately high numbers of previously reported incidents on waterways within in their jurisdiction were included. This criterion yielded 74 agencies that were of particular interest.

The remaining 33 agencies were derived for two reasons. Firstly, because the agencies were not evenly distributed across the state as a whole or were not representative of the 10 regions of the state that were separately under consideration (see **Table 1**), additional agencies were added to the list to ensure relatively even representation, both geographically and in terms of agency type and services offered. Secondly, as the study progressed, a small number of additional agencies were added as agency representatives heard about the study from colleagues or by attending related regional workshops.

The 107 agencies on the list were contacted several times until an interview with a law enforcement agent was completed or until such time as it was no longer feasible to complete such an interview. Since this database was not scientifically random, there was no limit placed on the number of times an agency was called until contact was made. Using this process, the convenience sample yielded 80 completed interviews. The agencies that failed to produce a finished questionnaire can be categorized in several ways. First, some agencies were unable to be reached via telephone. Second, some of the agents that were contacted felt that they did not possess current experience with the waterways and referred the interviewer to another agency. Lastly, a few of the agents requested to have the questionnaire faxed to them, but they were unable to complete and return the survey due to their hectic summer schedules.

B. The Interview Process and Survey Instrument

The interview process consisted of a letter sent to each of the law enforcement agencies, a phone interview with the law enforcement agency, and the transferring of the collected information to a template designed to aid in the creation of the data tables.

A letter from the Director of DBW was mailed to each of the law enforcement agents on the interviewee list. This letter briefly described the nature of the California Boating Needs Assessment, the scope of the study, why their agency was chosen to participate, the organizations involved, and

whom to contact to gain additional information. In addition to this content, the letter also described the nature of the law enforcement portion of the study, gave the law enforcement agents a working definition of a problem area or “hot spot”, and informed them about the types of information we were interested in obtaining. The letter also asked the law enforcement agents to send a map of the waterways within their jurisdiction to the graduate research assistant assigned to conduct the interview. The intent of this letter was to inform the law enforcement agents about the study and prepare them for the interview before the interviewer called. A copy of this letter can be found at the end of this volume.

Approximately a week after the letters from the Director were sent to the law enforcement agents, the interview process with the first agency began. The interviews were conducted between June 6, 2001 and September 18, 2001 via telephone. Most of the interviews were conducted on weekdays during normal business hours, with some interviews conducted on the weekends to accommodate the law enforcement agent’s schedule.

After successfully contacting a law enforcement agent, the interviewer would ensure that the recipient was familiar with the research project and explain the process involved in the interview. The opening questions were designed to verify the scope of the agency’s jurisdiction, including a list of the waterways within the agency’s jurisdiction. Once the reference list for the jurisdiction was complete, the interviewer began the survey, recording the responses in note form.

The questionnaire for the interview was developed by a panel consisting of representatives from DBW, the Project Directors for the California State University, Sacramento Foundation, researchers from NewPoint Group, Inc. and Planning and Applied Economics, and the project's graduate research assistants. The panel developed a questionnaire containing 11 open-ended questions, which were designed to give law enforcement agents freedom to provide in depth responses to the questions. The survey was expected to last 20 minutes, with estimated time subject to change depending on the number of perceived problem areas, or hot spots, identified by the law enforcement agent.

It is worth noting that the original survey format was designed to accommodate only three problem areas per jurisdiction. However, the survey design panel felt that it was unreasonable to pre-suppose a specific number of hot spots and, as the interview format was becoming more open-ended at that stage in the design process, an open-ended approach to the possible problem areas was also adopted. Ultimately, the plan was validated by agencies citing numbers of problems ranging from zero to eleven, with an average of more than seven problems described by individual agencies.

The first six questions of the survey were designed to obtain information about specific agency hot spots. These six questions are as follows:

1. Are there any boating areas or patrol routes within your jurisdiction that you would consider hot spots?
2. What is the name of the hot spot within your jurisdiction? [If repeating: What is the name of another hot spot within your jurisdiction?]
3. Where is [name of hot spot] located?
4. Why would you classify [name of hot spot] as a hot spot?
5. Are there any facility changes, additions, or improvements that could help alleviate this problem, and if so, what are they?
6. Is there another location you would classify as a hot spot?

The information obtained from these questions identified if the region had a problem area, gave the name or location of the hot spot, the county it is located in, the nature of the problems experienced there, and possible recommendations that would help alleviate the problem. The sixth question asked if there were any more locations that the interviewee would consider a hot spot. If so, these six questions could be repeated until the interviewee had finished identifying all of the hot spots within their jurisdiction.

Once all of the problem areas had been identified, the remaining questions were asked to gather information about the agency's entire jurisdiction. These remaining questions are as follows:

7. Within your jurisdiction, what is the single most important boating-related problem?

8. Are there any other boating-related problems in your jurisdiction?
9. [If yes,] please describe the problems:
10. What do you consider to be the top three boating facility needs in all the waterways you serve? [ask respondent “where” if they do not provide details]
11. Finally, do you have additional suggestions or comments about California’s boating facility needs?

These remaining questions did not focus on individual problem areas, rather they identified general boating-related problems within the agent’s jurisdiction, identified boating facility needs that will improve the waterways within the agent’s jurisdiction, and solicited the agent for their insights on California’s waterways and waterway conditions. (In some instances, as mentioned previously, agency representatives asked to have the survey faxed to them rather than complete the telephone interview. For this reason, a paper version of the full survey was produced and a copy is included at the back of this volume.)

After the interview was completed, the interviewer recorded the information by typing the notes into report form using a template (see Law Enforcement Agency Interview Questionnaire at the back of this volume). Pages were added or subtracted to accommodate the appropriate number of hot spots within that jurisdiction.

C. Coding Process

A coding process was devised to quantify the responses of the law enforcement agents. As part of the larger California Boating Needs Assessment, the Law Enforcement Survey was conducted in parallel with a larger, scientific survey of boat and boat owners as well as an inclusive survey of all boating related facilities in the State. Both of those surveys also contained questions relating to perceived problems and hot spots. Given that extensive coding had already been conducted to classify the information collected from boat owners and facility operators, the law enforcement data was coded similarly, with prior categories being used where appropriate and additional categories being added as necessary. In total, for all three surveys, over 200 detailed and distinct categories of response were identified for both problems and recommendations.

When all of the initial coding had been completed, these coded categories were collapsed into groups that were related to broader topics (thus, for example, accidents with different craft, frequent collisions, and related fatalities were all pooled together as “Accidents” while still preserving the original level of data to be accessed if required). In this manner, problems were ultimately coded into eleven categories: Accidents, Alcohol Related, Capacity, Facilities, Inexperience, Recklessness, Water Depth/Conditions, Environment, Non-Boating Public Safety, Law Enforcement, Fiscal, and Other. Similarly, recommendations were recoded into nine categories: Facility Capacity, Law Enforcement, Facility Improvements, Safety and Education, Signage/Information, Environment, Water Conditions, Fiscal Concerns, and Other. The resulting information was tabulated in multiple formats and is reported in the following section.

Chapter 3



Results

3. Results

The law enforcement agency survey was a portion of the California Boating Facilities Needs Assessment (BNA) that was designed to gain insights on the status of California's waterways from the 278 law enforcement agencies that have maintained an active boating safety and law enforcement program and dealt with the situations that arise on a daily or periodic basis. Due to time restraints and budget limitations, it was not possible to interview all of the agencies. Thus, as described in the methodology, a manageable sample size of 107 agencies was chosen for their geographic location within the 10 regions defined by the California Department of Boating and Waterways (DBW) (**Table 1**). An eleventh region was added to accommodate the United State Coast Guard (USCG) whose jurisdiction extends into each region, across state and county borders.

From the 107 agencies contacted, 80 interviews were completed, which resulted in the recognition of 661 problems and 664 recommendations to improve California's waterways. This resulted in an average of 8.2 problems and 8.3 recommendations per agency. The 661 problems matched 108 different problem codes and the 664 recommendations matched 107 different recommendations. After matching the problems and recommendations to the codes, frequencies were generated to see how often problems or recommendations were identified by the agents who participated in the survey. After the frequencies were generated, it was possible

to list the top ten problems (**Table 2**) and top ten recommendations (**Table 3**) for the entire State.

It should be noted that the problems and recommendations listed in Table 2 and Table 3 include the problems and recommendations for both specific locations, or "hot spots", within an agency's jurisdiction and problems and recommendations that are relevant to their jurisdiction as a whole. Also, the problems and recommendations can be sorted into smaller categories (**Table 37, Table 38**), which made it possible to view the basic nature of the problems and recommendations.

The following sections explain and illustrate the findings on a regional and statewide basis. The frequency and the percentages of the problems and recommendations are followed by remarks extracted from the interviews. These remarks are not necessarily exact quotes, but are paraphrased from the interviewer's notes. The paraphrased remarks are referenced by both the interview number and by the line number of the interview. For example, a paraphrased remark referenced as Interview 98, X3, indicates that the remark came from Interview number 98 and line X3 of that interview. For a complete listing of interview numbers and the related agencies, see Table 39.

A. Statewide Results Summary

The BNA divided the state into ten different regions, with an additional “region” for the United States Coast Guard. From these different regional summaries (included later in this chapter), certain observations can be made on a statewide level for both problems and recommendations.

Statewide Problems

The ten most frequently given problems (**Table 2**) in the interviews can all be included in the problem categories of Capacity (congestion on the waterways, congestion at launch ramps), Accidents (high frequency of accidents, high frequency of fatalities, high frequency of collisions), Alcohol (BUIs/DUIs, alcohol consumption), Inexperience (inexperienced boaters, boater education needed), and Recklessness (reckless/excessive PWC operators).

Capacity issues were the primary concern among the law enforcement agents that participated in the survey. Two of the statewide top ten problems included congestion on the waterways and congestion at the launch ramp. Congestion on the waterways, generated 65 responses from the respondents, and accounted for 9.8 percent of all the responses. Congestion at the launch ramp generated 17 of the responses in the study and accounted for 2.3 percent of all the statewide responses. Combined together, these two capacity issues accounted for 12.1 percent of the problems on California’s waterways.

Congestion on the waterway referred to the congestion that can be found at particular “hot spots” and throughout a jurisdiction. For instance, the congestion on the southern finger of Lake Berryessa is illustrated by the paraphrased transcription of an interview with the Napa County Sheriff’s Department. The agent’s description states that:

This finger of the lake is extremely congested with a variety of users such as anglers, personal watercraft users, and water skiers. The congestion stems from the three launch ramps that provide access to the southern finger of the lake: Steele Park Resort, Spanish Resort, and Copell. Once in the water, these user groups rarely leave the protective cove the southern finger offers. The water skiers find this cove’s water conditions to be ideal for water skiing. Without the ability to carry large amounts of fuel, personal watercraft must remain close to fueling facilities within the southern finger of the lake. Unwilling to leave the area, the water skiers, and personal watercraft operators congest the area and create situations where fatalities and accidents are more likely to occur (*Interview 54, B3*).

The congestion on the waterways also extends beyond single waterways and can be seen on all of the waterways within a jurisdiction. For instance, the Yuba County Sheriff’s Department recognizes congestion as the most important boating related problem within their jurisdiction (*Interview 73, X1*). Also, the Santa Clara County Parks and Recreation Department (SCCPRD) has stated that all of the reservoirs in Santa Clara County reach carrying capacity each weekend. With the extreme congestion, boaters find it extremely difficult to exit and enter any of the three reservoirs within the SCCPRD’s waters (*Interview 34, A3*).

The high frequency of accidents, fatalities, and collisions, problems in the Accidents Category (**Table 37**), were other issues that were mentioned frequently in the interviews. High frequency of accidents was the second of the ten most frequently given problems on California's waterways and generated 41 of the responses in the interviews, which was 6.2 percent of the total problems. High frequency of fatalities was another problem within the accidents category and was the sixth of the top ten problems on California's waterways. Fatalities on the waterways generated 24 responses in the interviews and represented 3.6 percent of the total problems statewide.

High frequency of collisions was also present among the top ten problems statewide. This response generated 19 of the responses in the study and accounted for 2.9 percent of the responses statewide. It is interesting to note that the frequency of these three responses combined within the Accidents category is slightly greater than the combined congestion problems within the Capacity category.

The high frequency of accidents, fatalities, and collisions are interesting problems because they can be associated with several factors such as congestion, inexperience, and recklessness. Accidents were also problems that were specifically mentioned at certain "hot spots" and it was also a general problem present within jurisdictions. Law enforcement agents at Glenn County Sheriff's Office stated that there is not a plan to direct water skiers. At one time, the water skiers all skied in a counter-clockwise fashion. Unfortunately, this no longer happens and there has been an increase in accidents and

close calls. There has also been an increase in the number of boats entering the areas designated for swimmers (*Interview 45, X1*).

Fatalities are another problem that was addressed by respondents. During the interview with the Imperial County Sheriff's Department, the law enforcement agent expressed concern about the All-American Canal, which has is an extremely high frequency of drowning within the All American Canal. This canal is a waterway that divides America and Mexico. Most of the victims are Mexican citizens attempting to illegally cross the border that separates Mexico and America. On an average month, there are two or three victims that drown in this canal. There is only one dive team equipped to locate bodies in the canal. This is a very difficult and dangerous operation due to the low visibility in the canal waters (*Interview 47, B2*).

Another cause of accidents statewide was the inexperience and recklessness of Personal Watercraft (PWC) that rapidly change speed and directions. The respondent at the Contra Costa County Sheriff's Department stated that it is difficult for the operators of larger vessels to anticipate a PWC's sudden change of course. Unable to respond fast enough, the larger vessels often run over the PWC (*Interview 41, X2*). In all of these examples, it appears that there are circumstances behind the accidents. However, the interviews were helpful due to their accurate description of the types of accidents, collisions, and fatalities that occur on the waterways.

Alcohol related problems were also identified by law enforcement agents as a problem on the waterways. The two problems among the Alcohol category that were among the Top Ten Problems Statewide were boating under the influence/driving under the influence (BUIs/DUIs) and alcohol consumption. BUIs were the third most common problem on California's Waterways. This problem generated 40 responses and accounted for 6.1 percent of the total problems statewide. Alcohol consumption generated 15 responses within the study and generated 2.3 percent of the total responses.

Alcohol related problems are a valid concern among law enforcement agents serving on California's waterways. Several of the respondents stated that boaters under the influence of alcohol tend to be reckless and are responsible for many problems such as accidents, fatalities, and collisions. For instance, the Los Angeles Port Police reported that several years ago at Cabrillo Beach, there was a fatality involving an operator who was boating under the influence and ran over a windsurfer. Since this fatality, the Los Angeles Port Police have devoted a large portion of their time, energy, and resources to enforce the laws that will prevent incidents like this from occurring again (*Interview 18, A3*).

With a noticeable decrease in citations, accidents, collisions, and fatalities, it seems that the preventative actions of this agency have been rewarded. Unfortunately, some law enforcement agents are inundated with boaters under the influence and must also deal with discrepancies in laws, which

complicate the apprehension of BUI perpetrators. The San Bernardino County Sheriff's Department reported that the high frequency of BUIs is an important problem within [their] jurisdiction. On holiday weekends, there have been as many as 60 BUI arrests. BUI arrests are difficult in this area due to the difference in state laws concerning BUIs. For instance, according to California State law, if the operator's blood alcohol level is .08, he/she is operating the vessel under the influence of alcohol. Under Nevada's State law, this blood alcohol level is completely legal; Nevada's illegal blood alcohol level is .10. On top of the high frequency of BUIs, this discrepancy has caused additional problems (*Interview 74, X1*). Until this discrepancy is addressed, the authority of the agents to deal with this problem will be attenuated.

Alcohol consumption is another alcohol related problem that has been attributed as the cause behind many problems experienced on California's waterways. The Yolo County Sheriff's Department has reported that there are many problems within their jurisdiction that are alcohol related. The respondent at this agency felt that it was important to note that alcohol consumption is a key factor in all of the boating-related problems [in Yolo County]. If legislation banning alcohol consumption was enacted, this would help reduce a majority of the problems that are present within Yolo County (*Interview 72, X1*). Among the boating related problems are speeding violations, fatalities, accidents, collisions, drownings, arguments, altercations, river rage, and disproportionate number of search and rescue missions. There are also non boating-related problems present

such as prostitution, drug use, and parole violations. It seems safe to assume alcohol issues are also involved in these problems.

Recklessness is another issue that was addressed during the survey process. Unlike other problem categories that had several problems within the top ten boating-related problems statewide, the recklessness category had only one problem among the top ten problems. Reckless and excessive PWC operators generated 35 responses from the agents participating in the study. Being 5.3 percent of the total responses, this is a problem that will need to be addressed.

Although the problems associated with reckless and excessive PWC operators was mentioned 35 times throughout the 80 interviews, there were two respondents that offered two succinct insights to the nature of the problem. Firstly, there seems to be a tendency for PWC operators to ignore boating rules and regulations. The respondent at Tulare County Parks and Recreation Department stated that PWC operators that violate boating rules and regulations are the single most important boating related problem within the Tulare County Parks and Recreation Department's [jurisdiction]. A major educational campaign was done to educate the PWC operators about the rules and regulations. When the law enforcement agents are present, the PWC operators are in full compliance with the rules and regulations. However, once the law enforcement agents leave, [the operators man] their vessels in an unsafe manner (*Interview 70, X1*).

In addition to their tendency to violate boating rules and regulations, many PWC operators do not have the necessary experience to safely operate their vessels. The Los Angeles County Department of Parks and Recreation agent stationed at Castaic Lake is of the opinion that it is the lack of experience that is the cause behind many of the PWC accidents. He explained that PWCs are designed for maneuverability at high speeds...[and that] most of the operators...do not have the experience to handle these vessels at high speeds. Unable to control a highly responsive vessel at high speeds, the PWC operators are extremely likely to be involved in an accident (*Interview 15, B3*). Until a solution is devised to deal with this recklessness and inexperience, accidents and violations resulting from improper PWC will be commonplace on California's waterways.

Problems within the Inexperience category are the last of the problems that appeared in the top ten problems statewide. These problems are inexperienced boaters and the need, or lack of, boater education. Inexperienced boaters generated 31 of the responses from the respondents and accounted for 4.7 percent of the total responses statewide. The other Inexperience problem mentioned was the needed boater education. This problem generated 19 of the responses during the study and made up 2.9 percent of the total responses statewide. Together, these two Inexperience problems accounted for 7.6 percent of all problems statewide.

Several law enforcement agents addressed the problem of boater inexperience and the need for boater education on California's waterways. The Reedley Police Department and the Sutter County Sheriff's Department have both stated that the lack of boater education is the most important boating-related problem on the waterways they patrol (*Interviews 67 and 107, X1*). These officers cited this lack of education as the cause of collisions and other accidents. Furthermore, the officer from the Reedley Police Department stated that this is a frustrating problem because there are very few methods available to educate boaters about the rules and regulations (*Interview 107, X1*). An extreme example of the hazards that prove fatal for uneducated boaters can be seen at Pillar Point Reef. The respondent at San Mateo Harbor District mentioned that there is a reef that extends 2 miles south and generates large 40-foot face waves, which presents dangerous situations for boaters and surfers that enter the surf. Due to the fact that 99 percent of the boaters and surfers are naïve to the dangers, the potential for a high frequency of accidents is there. Although no one perished in 2000, there are numerous fatalities every year. In 1999, there were two deaths (*Interview 91, B3*).

Statewide Recommendations

The top ten recommendations mentioned in the interviews can all be included in the recommendation categories of Facility Capacity (launching capacity, not enough facilities), Safety and Education (safety courses), Law Enforcement (more law enforcement), Water Conditions (dredging/lake needs to be leveled), Other (cannot identify solution, proactive measures solved the problem), Fiscal (additional funding/more information about grants), and Environment (better waste pumpout/remove invasive species) (**Table 38**).

Recommendations to alleviate Facility Capacity issues were the most frequent recommendations offered by respondents participating in the study. Two of the statewide top ten recommendations include launching capacity and not enough facilities (**Table 3**). Launching capacity generated 37 responses and accounted for 5.6 percent of the statewide recommendations. Not enough facilities generated 19 responses and accounted for 2.9 percent of the statewide recommendations. Combined together, the two Facility Capacity issues accounted for 8.5 percent of all the recommendations statewide.

In response to the variety of problems such as congestion, accidents, recklessness, etc., many respondents expressed the opinion that launching capacity would assist them in the mitigation of these problems. In direct response to the congestion that is experienced at the reservoirs within the Santa Clara County Park and Recreation Department's jurisdiction, the respondent stated that launch ramps at the reservoir

could be improved to alleviate [the crowding and] allow vessels to enter and exit the reservoirs more efficiently (*Interview 34, A4*).

The El Dorado County Sheriff's Department also feels that there is a shortage of adequate launch ramps on the waterways within El Dorado County. The prior recommendations for improving launching capacity are fairly straightforward. However, the recommendations for adding facilities are quite varied. The type of facility development also depends on the individual needs of the agency. The Santa Cruz State Lifeguard Headquarters experiences a disproportionate number of drownings and other types of accidents. The respondent at this agency recommended that lifeguard towers should be installed at several beaches in Santa Cruz County. The agent stated that since this area generates a large number of statistics, it seems justifiable for a budget increase to provide these types of services (*Interview 103, C4*).

The implementation of safety courses was also among the top ten statewide recommendations offered by respondents participating in the study. This was the only recommendation in the Safety and Education category that was among the top ten statewide results, but this recommendation generated 34 responses and accounted for 5.1 percent of the total statewide recommendations.

Safety and education programs were another area that respondents felt needed attention. Many law enforcement agents felt that the recklessness and many of the accidents, collisions, and fatalities on California's waterways could be alleviated if effective safety and education programs were

developed. A respondent from the Los Angeles County of Department of Parks and Recreation stated that boaters are not individuals that want to break laws, cause problems, or create unsafe conditions. Most of the time, it is their ignorance of the boating rules and regulations that causes these types of conditions. A boater education course would teach boaters how to operate their vessels in a safe manner (*Interview 15, Z1*).

This idea is supported by other respondents who felt that boater education was the essential aspect in creating a safe boating environment. At Lake Nacimiento, boater education is needed to prevent boaters from violating the 5 mph ordinance near the swimming zone. There are no facility changes, additions, restrictions, or improvements that can alleviate this problem. However, safety courses instructing operators about the State and federal rules and regulations are necessary. In addition to these safety courses, dealers and buyers need to learn the ABC's of boating safety. If this education was mandatory, no major changes need to be made to ensure that boaters comply with the rules and regulations (*Interview 19, A4*). Educating the boater population about safe boating practices may help solve and prevent many of the problems law enforcement agents are encountering on the waterways.

The augmentation of law enforcement services on the waterways was another type of recommendation that was among the top ten statewide recommendations. The two recommendations from the Law Enforcement category that were in the top

ten recommendations were more law enforcement, which generated 32 responses and accounted for 4.8 percent of the statewide recommendations, and hire more staff, which generated 24 responses and accounted for 3.6 percent of the statewide recommendations. Combined together, the recommendations within the Law Enforcement category accounted 8.5 percent of the statewide recommendations.

Reacting to the violations that constantly occur on the waterways, law enforcement agents expressed the need for additional law enforcement. There were many respondents that offered the opinion that augmented law enforcement is needed as a proactive measure to ensure that waterways do not become too chaotic. A respondent from the Chowchilla Police Department offered Berenda Reservoir as an example of the types of things that occur when boaters know that waterway is no longer patrolled by law enforcement agents. Knowing that the reservoir is no longer patrolled, PWC operators blatantly ignore boating rules and regulations. Although the Chowchilla Police Department has resumed law enforcement activities, the area is still out of control (*Interview 105, B3*). Berenda Reservoir is a body of water that needs a strong law enforcement presence. A grant to fund this project is imperative (*Interview 105, B4*).

In addition to additional law enforcement agents, many respondents felt that additional staff was needed to assist in dealing with problems on the waterways. A respondent from the Los Angeles County Department of Parks and Recreation stated that additional staff with lifeguard training are needed

(*Interview 15, Y3*). The effectiveness of the additional staff can be demonstrated with a response from the respondent at Big Bear Municipal District who mentioned personnel are stationed at the launch ramp to monitor boater activities. If a violation is observed, boat patrol agents are notified via radio. This [has been] an efficient way to deal with the problem (*Interview 3, A4*).

Water Conditions was another category that had a recommendation among the top ten statewide recommendations. dredging/lake bed needs to be leveled generated 19 responses and accounted for 2.9 percent of the statewide recommendations.

Dredging was recommended by law enforcement agents to prevent accidents that involve collisions and fatalities. The Department of Harbor and Beaches noted that the high swells at Oceanside Harbor have sunk several vessels, caused fatalities, and at least four accidents per year. To prevent this from occurring, the respondent at this agency stated that dredging the sand bar at the entrance of the harbor will solve this problem. As the entrance of the harbor fills with sand, the depth of the harbor varies from 10ft to 15ft. If the harbor was dredged to a working depth of 26ft, this problem would be alleviated (*Interview 23, A4*).

Accessibility issues can also be mitigated through dredging. The respondent from the City of Santa Barbara Waterfront Department mentioned that dredging will keep the harbor open and accessible for vessel [traffic]. The Army Corps of Engineers receives federal funds that allow them to dredge the harbor. If these funds are no longer available for

dredging, the harbor will be completely inaccessible in one year (*Interview 33, X2*). It is apparent that dredging is a necessity to improve and maintain the water conditions of California's harbors to ensure boater safety and accessibility.

The Fiscal category also had a recommendation among the top ten statewide recommendations. Additional funding/more information about grants generated 18 responses and accounted for 2.7 percent of the statewide recommendations.

Respondents of the survey expressed their need for additional funding to support their agency, maintenance projects, and equipment needs. This is a valid concern among law enforcement agents and harbor masters alike. The harbormaster from the City of San Leandro mentioned that additional funding is needed to upgrade the older facilities throughout California. A majority of California's facilities are approximately 25 years old. In those 25 years, there have been many technological advances that our facilities are not capable of supporting. For instance, California's facilities do not have up to date bilge pumps, marina security, computer access, and high-speed cable connections. Newer boats have Internet access, but the marinas do not have the facilities to accommodate them. Our ability to accommodate boats with these types of technological advances will become an issue in future (*Interview 93, Z1*).

The accommodation of boaters will be an issue that will continue to surface in the future. One respondent from the Glenn County Sheriff's Office stated that it is

important to designate funding for the development of areas in the system. People are coming to recreate on the lake regardless of facility conditions. We need to come up with funding and a plan that will make boating safer (*Interview 45, Z1*).

The Environment category had a recommendation among the top ten statewide recommendations. A better waste pumpout was a recommendation that generated 17 responses and accounted for 2.6 percent of the statewide recommendations.

Protecting the environment is a concern among many of the participants of the survey. With the large volume of boaters using the waterways, it is necessary to have the facilities to accommodate their waste and refuse. A respondent from the Los Angeles County Sheriff's Department addressed this issue by stating that additional head and bilge pumps are needed at the Marina del Mar. At the moment, Marina del Rey has two head pumps. There is a fee to use the pump at the fuel dock. This fee deters many of the boaters from using this pump. The head pump located at the public launch ramp is free. Because there is no fee, this pump receives frequent use, and it breaks down often. This can present a major problem, as there are 700 residential boats within the marina. An additional pump is being installed at the moment. It is hoped that this will alleviate the problem (*Interview 11, Y1*).

Other respondents of the study echoed this recommendation. A respondent from the Vallejo Marina mentioned that additional bilge pump-out stations are needed. Currently there are two pump-out stations

available to the public. If a third station was constructed, boaters would not be able to rely on the unavailability of pump facilities to excuse their practice of pumping their bilge into the marina's waters (*Interview 81, Y1*). Equipped with these pump-out stations, the law enforcement agents and harbor masters will be better prepared to prevent contamination of California's waterways.

The Other category was added to accommodate the recommendations that did not have any similarities with other categories of recommendations. Two of the recommendations from this category that were among the top ten recommendations were cannot identify the solution, which generated 19 responses and accounted for 2.9 percent of the statewide recommendations, and proactive measures solved the problem, which generated 18 responses and accounted for 2.7 percent of the statewide recommendations. Combined together, the recommendations from the Other category accounted for 5.6 percent of the total statewide responses.

There were several instances where the respondents could not identify a solution to the problems they have experienced on the waterways within their jurisdiction, or they felt that have developed a sound method for allying the problems they have experienced. In some cases the solution to the problem outside their realm of experience. The respondent from the Santa Cruz State Lifeguard Headquarters mentioned that there are water quality issues at Schwan Lake that are detrimental to the health of the birds that

utilize the lake as part of their habitat. The solution to this problem will need to be addressed by an agency that is more equipped to deal with this type of situation. Other respondents could not identify a solution to the inundation of problems experienced on the waterways.

The interviewees at the San Joaquin County Sheriff's Department had difficulty in offering a solution to the high frequency of accidents, BUIs, and altercations that occur at Sacramento/San Joaquin Delta, 4-Mile Slough, Bora Bora, or Morrison Island. The overwhelming feeling is experienced by law enforcement agents statewide, but some agencies have found measures to solve their problems.

The City of Long Beach/Fire Department has Jurisdiction over Marine Stadium, which is a facility that generates large amounts of statistical information and requires constant supervision. The respondent at this agency stated that Marine Stadium has had the same maintenance program for the last twenty years. Realistically, there are no improvements that need to be made. [With] plenty of lifeguards that patrol the area and they provide good coverage. Agencies such as the City of Long Beach/Fire Department can provide clues on how other agencies can develop successful measures to solve the problems they find difficult to solve.

Another recommendation category that received a number of responses was signage/information. Recommendations include buoy markers, improve signage, and install navigational aids (**Table 38**).

B. Regional Results Summaries

The Department of Boating and Waterways divided the state of California into ten different regions: North Coast, San Francisco Bay, Central Coast, South Coast, San Diego, Northern Interior, Sacramento Basic, Central Valley, Eastern Sierra, and Southern Interior (see **Table 1** in Chapter 1 for a listing of counties included in each of the regions). In addition, a separate “region” was established for the United States Coast Guard, which has jurisdiction that overlaps other regions. In total, there are eleven regions for consideration. The individual regional results summaries will include a brief description of the region, a listing of the most frequently mentioned problems and recommendations, and a sampling of paraphrased comments taken from the Law Enforcement Agency Interviews.

Regional Results: North Coast Region

The North Coast region consists of four counties: Del Norte County, Humboldt County, Mendocino County, and Sonoma County. Of the four counties, two agencies, the Del Norte County Sheriff’s Office and the Humboldt County Sheriff’s Office, participated in the study. Twenty-two problems were identified within their jurisdictions twenty-three recommendations were given to solve these problems. An abbreviated listing of the most frequently identified problems for the North Coast region can be found in Table 4, and an abbreviated listing of the most frequently identified recommendations can be found in Table 5. The complete summary of all

the problems and recommendations identified for the North Coast region can be found in Table 6.

Problems

The most frequently given identified problem for the North Coast Region was congestion on waterways, which was identified four times and accounted for 18 percent of the responses for this region. Each of the other four responses generated 2 responses and accounted for 9 percent of the responses for this region. These problems were excessive speed of boats, inexperienced boaters, rude/argumentative/violent boaters or users, and high frequency of accidents.

Congestion on the waterway was the primary concern mentioned by the respondents from law enforcement agencies located in the North Coast Region, who indicated that congestion problems typically occurs during peak seasons. The problem of inexperienced boaters is a relatively recent development as the number of boaters in general has increased. Paraphrased comments made by interviewees to support these statements are as follows:

- Popular fishing locations like Trinidad and Table Bluffs have problems that will need to be addressed. Both of these areas are very popular during the salmon fishing season. It is not uncommon for 150 boats to be on the water at one time, and this congestion can be a real problem. Often times these boaters are not prepared and their vessels become impaired. When this occurs, the vessel needs to be towed to safety (*Interview 46, C3*).

- The number of vessels on the Smith River, the Klamath River, and the Pacific Ocean is the most important boating-related problem in Del Norte County. When the number of vessels increases, the number of incidents also increases (*Interview 42, X1*).
- These boaters lack the necessary experience to operate vessels safely. For instance, most recreational boaters do not pay attention to the tide, and they find themselves in the need of assistance (*Interview 46, B3*).

There were several other comments made by interviewees that addressed the problems of rude/argumentative/violent boaters or users, excessive speed of boats, high frequency of accidents:

- The disagreements are between the anglers and the river rafters. These disagreements become heated when the river rafting season and the fishing seasons coincide (*Interview 42, B3*).
- Each user group believes they have more of right to use the [Smith River] more than the other group (*Interview 42, B4*).
- It is very common for operators to violate speed limits to reach open waters (*Interview 46, X2*).
- [I had to] respond to an incident involving a vessel that had broken down and become stranded (*Interview 42, A3*).

Recommendations

Among the top five recommendations to solve the problems in this region, Public service announcements/educational campaigns generated four responses and accounted for 17 percent of the recommendations. There were also three recommendations that were offered twice, and accounted for 9 percent of the total recommendations for this region. These recommendations were launching capacity, public relations, and hire more staff. Two responses expressed the respondent's general approval of the Department of Boating and Waterways (DBW) and accounted for 9 percent of the recommendations responses.

The recommendations from the respondents were directed at specific boating-related problems and were mentioned as a general solution to problems within the region. One recommendation was given regarding the closing of the ramp in Samoa and the congestion problems with the Trinidad and Table Bluffs areas:

- [Problems could] be resolved by improving the launch ramps in Eureka. This [improvement] will be extremely important when the launch ramp in Samoa is closed (*Interview 46, C4*).

Other launching capacity recommendations that may alleviate the problems at the Klamath River in the North Coast Region relate to capacity and boater education:

- The construction of a seasonal dock that can be utilized during peak seasons (*Interview 46, E4*).

- [More] public awareness campaigns and ideas for new campaigns are needed (*Interview 46, Y2*).

Regional Results: San Francisco Bay Region

The San Francisco Bay region consists of eight counties: Alameda County, Contra Costa County, Marin County, Napa County, San Francisco County, San Mateo County, Santa Clara County, and Solano County. From these eight counties, sixteen agencies participated in the study. These sixteen agencies identified 106 boating-related problems and offered 120 recommendations to mitigate these problems. An abbreviated listing of the most frequently identified problems for the San Francisco Bay region can be found in Table 7, and an abbreviated listing of the most frequently identified recommendations can be found in Table 8. The complete summary of all the problems and recommendations identified for the San Francisco region can be found in Table 9.

Problems

Congestion on waterways was the primary concern among the respondents in the San Francisco Bay region (**Table 7**). This problem generated 11 responses and accounted for 10 percent of the responses for this region. Each of the responses concerning the problems dealing with inexperienced boaters and needs to be dredged more often generated eight responses and accounted for 8 percent of the responses. Responses in regards to BUIs/DUIs and high frequency of accidents, generated seven responses each, and accounted for 7 percent of the total responses.

Congestion on the waterways within the San Francisco region was the primary concern among the respondents from this area (**Table 7**). Most of the responses concerning congestion correlated to a specific problematic waterway within the respondent's jurisdiction. Most notably:

- A respondent from Contra Costa County stated that Indian Slough constantly experience extreme congestion that stems from the residential developments surrounding the waterway. At any given time, there can be more than 10,000 boats at this waterway. It should be noted that a majority of these boats belong to the residents of the surrounding area. There is a correlation between the high frequency of accidents and the congestion of vessels (*Interview 41, A3*).
- A respondent from Napa County mentioned that there is a problem of extreme congestion resulting from boaters congregating in close proximity to each other. The launch facilities located at Spanish Flat, Capell, and Steele Park are all located in the southern finger of Lake Berryessa. Since all three of these facilities are in the same portion of Lake Berryessa, the frequency of accidents increases with congestion (*Interview 75, F4*).
- Another respondent from Napa County briefly mentioned that congestion and inexperienced boaters are a problem on the waterways within Napa County Sheriff's Department's jurisdiction.

Two of the responses among the top five problems that generated an equal number of responses were needs to be dredged more often and inexperienced boaters (**Table 7**). Paraphrased comments concerning these issues are as follows:

- The dredging issue in Alameda County was mentioned by a harbormaster from the City of San Leandro who stated that dredging is an issue that will need to be addressed at [the San Leandro Shoreline Recreation Area]. Every four to five years a two-mile channel is dredged from the launch ramp to the Bay. The channel is dredged to a depth of six to seven feet. Before the dredging, the channel depth is usually three to four feet deep. Boaters lacking experience often get stuck in the shallow waters after launching (*Interview 93, X1*).
- A participant of the study from the City of San Mateo Harbor Patrol stated that lack of boating experience among the boaters is the most important boating-related problem at San Mateo Lagoon. The San Mateo Lagoon is where many novice boaters try to gain experience. Unfortunately, these novice boaters lack the experience needed to safely operate their vessels (*Interview 89, X1*).
- Other respondents from San Mateo supported this statement by mentioning that inexperienced boaters are the primary group responsible for many of the accidents and collisions that occur within California's waterways (*Interview 90, X1*).

BUIs/DUIs and high frequency of accidents were other problems that were among the top five problems within the San Francisco Bay region and generated seven responses. In addition, respondents commented on other conditions besides alcohol consumption that contributes to the high frequency of accidents:

- A respondent from the Napa County Sheriff's Department briefly stated that BUIs are the major boating related problem within this area (*Interview 54, X1*).
- A respondent identified Pope Creek Bridge on Lake Berryessa as a location known for its rowdy parties. Usually, there are 100 boats tied together while the operators and passengers have a huge party. These individuals do not recreate in the traditional sense. Instead, they consume large quantities of alcohol, illegally dive off the bridge, and operate their vessels under the influence of an intoxicating substance. These activities create an environment where tragic accidents are more likely to occur (*Interview 54, A3*).
- A respondent from San Mateo Harbor District stated that the dangerous conditions at Pillar Point Reef have been responsible for many accidents. At this location there is a reef that extends two miles south that is known for huge waves. With the 40-foot face on these waves, dangerous situations can arise when boaters and surfers enter the surf. Due to the fact that 99 percent of the boaters and surfers are naïve to the potential dangers, the potential for a high frequency of accidents is there (*Interview 91, B3*).

Recommendations

Dredging/lakebed needs to be leveled and Safety course were the most frequently given recommendations by law enforcement agents to solve the problems within the San Francisco Bay region (**Table 8**). Each of the responses generated nine responses and accounted for 8 percent of the total responses for this region. Respondents identified facility repairs: docks as another recommendation that could improve the San Francisco Bay region. This recommendation generated seven responses and accounted for 6 percent of the total responses for this region. More law enforcement on the waterways was also recommended by the respondents and generated six of the responses and accounted for 5 percent of the total responses. Better waste pumpouts generated five responses and accounted for 4 percent of the total responses.

There were several comments given by respondents concerning these five recommendations. Paraphrased highlights from the interviews include:

- One respondent from the County of San Mateo Parks and Recreation stated that funds to cover the costs of dredging are needed. This is extremely difficult as dredging does not last the life of the 30-year loan. [Since] dredging needs to be done every ten years it would be financially unsound for a harbormaster to take out a thirty-year loan every ten years to cover the cost of dredging. The need for dredging is unquestionable, but to effectively address the problem the financial aspect will need to be considered (*Interview 35, X1*).
- In regards to specific locations, the Solano County Marine Patrol has recommended that the launch ramps at several locations such as Mare Island Straight, Suisun Bay, and portions of the Sacramento River from Benicia to Minor Slough will need to be dredged to allow boat to enter the waterway without being damaged (*Interview 64, C4, D4, E4, F4*).
- A respondent from the San Mateo Sheriff's Department mentioned that inexperienced boaters are the primary group responsible for the many accidents and collisions within California's waterways (*Interview 90, X1*).
- A respondent from the Solano County Marine Patrol recognized that mandatory safety course for personal watercraft users is needed to prevent the problems that reckless and inexperienced Personal Watercraft (PWC) users and reckless water skiers cause accidents and collisions on the portion of the Sacramento River with Solano County (*Interview 64, A4*).
- Repairing the docks within this region is another recommendation from the law enforcement agents. The majority of these recommendations came from Solano County Marine Patrol. It was mentioned that dock repairs are needed along the Sacramento River between Benicia and Minor Slough, at Mare Island Straight, Suisun Bay, and Suisun Slough (*Interview 64, A4, C4, D4, E4, F4*).

- The need for more law enforcement was recommended by several law enforcement agents within this region such as The Bureau of Land Management, The City of San Leandro, the Napa County Sheriff's Department, and the Marin County Sheriff's Department. One problematic waterway that was identified by two agencies was the Pope Creek Bridge in Napa County (*Interview 54, A4*).
- The respondent from the Napa County sheriff's Department expressed the opinion that a stronger law enforcement presence is needed...to handle the situations that occur at Pope Creek Bridge. To strengthen the Napa County Sheriff's Department's presence, a larger budget for additional personnel, an additional boat, and equipment is needed (*Interview 54, A4*).
- The respondent at the Bureau of Land Management stated that three employees will need to be stationed at this bridge (*Interview 75, A4*).
- Richardson Bay was also mentioned as a location that will require additional law enforcement to address the problems associated with the congestion and the anchor-out population (*Interview 97, A4*).
- Two of the agencies that made these recommendations were the Marin County Sheriff's Department and the Vallejo Marina. The respondent at the Marin County Sheriff's Department identified Richardson Bay as a location that would be benefited by the

installation of additional pumpout stations to ensure that raw sewage and bilge refuse is not discarded into the bay; this will improve the help improve the water quality of Richardson Bay and protect the habitat of marine life that lives in the bay (*Interview 97, A4*).

- A better waste pumpout with a vacuum system that is able to separate the carbon based petroleum products from the water was also recommended by the harbor master at the Vallejo Marina (*Interview 81, A4*). Installing pumpout stations at these locations would have a beneficial impact on the water quality within this region.

Regional Results: Central Coast Region

The Central Coast region consists of three counties: Monterey County, San Luis Obispo County, and Santa Cruz County. Five agencies within these three counties identified 70 problems within their jurisdictions and offered 58 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the Central Coast Region can be found in Table 10, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 11. The complete summary of all the problems and recommendations identified for the Central Coast region can be found in Table 12.

Problems

Lack of lifeguard presence was the primary concern among agents within the Central Coast region. This problem generated 10 responses and accounted for 14 percent of the total responses within this region (**Table 10**). High frequency of accidents generated eight responses and accounted for 11 percent of the total problems within this region (**Table 10**). Both congestion on waterway and high frequency of fatalities generated six responses and accounted for 9 percent of the total problems within this area (**Table 10**). Lack of law enforcement generated four responses and accounted for 6 percent of the total responses in this region (**Table 10**).

There were several specific comments given by interviewees related to problems in the Central Coast region. Some selected comments paraphrased from the interviewer's notes included:

- Vessel operators violating the 5 mph speed limit are a problem at North Shore Point. This area is designated for camping and is very popular among swimmers. Thus, it is extremely important for boaters to comply with the 5 mph speed limit. If this law is not obeyed, accidents and fatalities are more likely to happen.
- Children not wearing emergency floatation devices are the single most important boating-related problem at Lake Nacimiento.
- Personal Watercraft operators lacking experience are the most important boating-related problem at Lake San Antonio.

- The San Luis Obispo County harbor entrance at Morro Bay has a high frequency of accidents that occur between the months of October and June. During these months, large swells break across the harbor entrance and create extremely hazardous situations.
- Water quality issues within Moss Landing Harbor need improvement. The entire harbor is habitat for several endangered and environmentally sensitive species. The two main contributors of pollutants are the congested stretch of Highway 1 and the power plant near the harbor.

Recommendations

Recommendations in regards to lifeguards were the number one recommendation for the Central Coast region. This recommendation generated nine responses and accounted for 16 percent of the total responses for the Central Coast region. Not enough facilities, or the addition of facilities, was recommended seven times and accounted for 12 percent of the total responses for this region. More law enforcement and Additional funding/more information about grants both generated four responses and accounted for 7 percent of the total responses for this region. Launching capacity solutions were also among the top five recommendations within the Central Coast region with three responses that accounted for 5 percent of the total responses within this region (**Table 11**).

Interviewees gave several comments concerning recommendations for the Central Coast region. Some of those comments (not necessarily in direct response to the problems given above) included:

- Safety courses instructing operators about the State and federal rules and regulations are necessary. In addition to these safety courses, dealers and buyers need to learn the ABC's of boating safety. If this education was mandatory, no major changes need to be made to ensure that boaters comply with the rules and regulations.
- Retail shops offering merchandise specifically for boaters are needed.
- The harbor entrance needs to be completely reconfigured to create a safer environment.
- Boater education is the best management tool used to protect the Eel Grass. If operators are informed that their speeding vessels create wakes that have a negative impact on the environmentally sensitive grass, they will usually reduce their speeds.

Regional Results: South Coast Region

The South Coast region consists of four counties: Los Angeles County, Orange County, Santa Barbara County, and Ventura County. Fifteen agencies within these four counties identified 101 problems within their jurisdictions and offered 113 recommendations to solve these problems. An abbreviated listing of the most frequently

identified problems for the South Coast Region can be found in Table 13, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 14. The complete summary of all the problems and recommendations identified for the South Coast region can be found in Table 15.

Problems

Congestion on waterway was the primary concern among agents within the South Coast region. This problem generated nine responses and accounted for 9 percent of the total responses within this region. Reckless/excessive PWC operators generated seven responses and accounted for 7 percent of the total problems within this region. Poor water quality generated six responses and accounted for 6 percent of the total problems within this region. Each of the problems, vessels too close to shore and high frequency of accidents, generated five responses and accounted for 5 percent of the total problems within this area (**Table 13**). There are several comments interviewees made in regard to South Coast – related problems:

- Vessels traveling at excessive speeds are a common occurrence within this jurisdiction. There is a 3 mph speed limit from the shore to a mile out.
- Belmont Pier is an underused facility that needs to be addressed by the city and state. This pier sits between two high use facilities that receive a large volume of foot traffic. It has been allowed to deteriorate over the past 35 years. If this pier was refurbished, it could serve as a link between the two areas.

- Since Catalina is 22 miles off shore, there is not enough fuel in the tank on the boats to patrol the areas effectively.
- Additional facilities are needed to accommodate the 1 million boats that come to the Catalina Islands each year. The facilities at this destination are very limited. For instance, there are only 1,500 moorings in this area, and the fueling station has limited hours of operation. For the 3,500 residents that live on the island and depend on their boats, these additional facilities are greatly needed.
- Problems occur when boaters in congested areas ignore the speed limit of five knots. When the vessels, especially personal watercraft, take off at high speeds, they create wakes that are responsible for causing property damage and personal injury.
- There are different types of boating hazards at Pyramid Lake during low and high water seasons. During seasons with low water levels, there is an island present in Pyramid Lake. There have been incidents of boaters that have run aground on this island. During the seasons with high water levels, floating debris becomes a huge problem. At most lakes, this is not a problem because the wood eventually sinks to the bottom of the lake. However at this lake, as the water levels drop, the lakebed will eventually become the shore. When this occurs, the sunken wood has the opportunity to dry out and regain buoyancy. Thus, when the water levels return to normal, the debris will float once again on the surface of the lake and create a boating hazard.
- This [Redondo Beach Harbor] is a popular spot for PWC operators to jump the wakes created by larger vessels. This is a dangerous situation because the operators of the larger vessels are unable to quickly maneuver their vessels to avoid a colliding with the personal watercraft.

Recommendations

Two preventive approaches to solving problems were the most frequently mentioned in the South Coast region. Proactive measures to solve the problem generated 10 responses and accounted for 9 percent of the total responses for this area. Safety courses was recommended seven times and accounted for 6 percent of the total responses for this region. Better waste pumpout and launching capacity both generated five responses and accounted for 4 percent of the total responses for this region. Facility repairs: docks was also among the top five problems within the South Coast region, and generated four responses accounting for 4 percent of the total responses within this region (**Table 14**). There are several comments interviewees made in regard to South Coast – related recommendations:

- The Marine Stadium and the rescue facilities could be expanded to provide men and women living quarters for lifeguards.

- A good spot for the launch ramp would have been near the entrance of the harbor. On the map, this area is illustrated south of the Villa Venetia Apartments. If the launch ramp were in this location, the wakes would lose their momentum before reaching the docks.
- An educational campaign would be the first step in this problem. This approach may educate people how their actions can improve the quality of the water entering Pyramid Lake.
- Both of the low and high water hazards can be corrected. During the low water months, a small bobcat could level the island in less than 4 hours. The amount of floating debris can be reduced if a boom was stationed at Piru Creek to collect the debris before it has a chance to enter the lake.
- Since facility changes cannot be made at the entrance of the harbor [Redondo Beach Harbor], additional education and law enforcement presence are needed to prevent these types of accidents [larger vessels colliding with PWC] from occurring.

Regional Results: San Diego Region

The San Diego region solely consists of San Diego County. Six agencies within San Diego County identified 37 problems within their jurisdictions and offered 47 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the San Diego region can be found in Table 16, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 17. The complete summary of all the problems and recommendations identified for the San Diego region can be found in Table 18.

Problems

As with many other regions, Congestion on waterway was the primary concern among agents within the San Diego region. This problem generated five responses and accounted for 14 percent of the total responses within this region. Boater education needed generated four responses and accounted for 11 percent of the total problems within this region. Each of the problems theft, reckless/excessive PWC operators, and PWC destroying atmosphere, generated two responses and accounted for 5 percent of the total problems within this area (**Table 16**).

Interviewees gave several comments related to the problems of the San Diego region:

- There is only one section of Mission Bay that does not have a 5 mph zone, and many of the users congregate in this area. The potential for an accident is greatest when there are many vessels in this small area traveling at high speeds.
- The large congregation of vessels within the small area of Mission Bay that does not have a speed restriction is another boating-related problem within this jurisdiction.
- Lack of boater education is the most important boating-related problem.
- There is a submerged jetty that extends due north from the Oceanside Marina Inn. When the jetty was constructed, the contractors failed to install a solid base to support the jetty. They merely piled large rocks on top of the sandbar. Over the years, the jetty has sunk below the water line and it has become a non-visible hazard for boaters. Annually, there are two or three collisions caused by this submerged jetty.
- The operators of personal watercraft are a problem source. It seems as if they were not raised around boats and lack an understanding of fundamental boating etiquette.
- An upgrade of the existing signage and buoys are needed. At the moment, the signage inside the bay is not up to date. Laws that have been passed are not presented to the public.

Recommendations

Better waste pumpout generated three responses and accounted for 6 percent of the total responses within the San Diego region (**Table 17**). Each of the recommendations launching capacity, facility repairs: docks, add docks, and general facility improvements were mentioned two times and accounted for 4 percent of the total responses for this region (**Table 17**).

Interviewees gave several comments related to the suggested recommendations for the San Diego region:

- Education at each ramp is needed. Ideally, ten minute personal contact with each boater before they launch their vessel is needed.
- Dredging the sand bar at the entrance of the Oceanside Harbor will solve the problem of accidents created by swells. As the entrance of the harbor fills with sand, the depth of the harbor varies from 10 to 15ft. If the harbor were dredged to a working depth of 26ft, this problem would be alleviated.
- It would be desirable to provide a large sunshade, picnic tables, comfort station, and informational kiosk on Jet-ski Point, which overlooks the PWC Zone and beach.
- If at all possible it would be desirable to expand the number of low water level launch ramp lanes and length of the courtesy dock. It would also be desirable to provide a separate courtesy dock at the Jet-ski point beach and attach a floating

restroom at the end of the dock for the convenience of PWC patrons.

- Need to continue to develop/improve/replace ramps, courtesy docks, comfort stations, parking lots, sunshades, picnic areas, etc.

Regional Results

Northern Interior Region

The Northern Interior region consists of three counties: Lassen County, Modoc County, and Siskiyou County. Due to the sparse population of agencies in this region, only one law enforcement agency from Lassen County participated in the study. This agency identified 12 problems within their jurisdictions and offered seven recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the Northern Interior region can be found in Table 19, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 20. The complete summary of all the problems and recommendations identified for the Northern Interior region can be found in Table 21.

Problems

Insufficient parking was the primary concern for the agent within the Northern Interior region. This problem generated two responses and accounted for 17 percent of the total responses within this region. The remaining responses for this region generated one response each. These included theft, Lack of/poor quality restrooms, trash, needs campground, ramp in poor condition, lighting needed and ramp too narrow/shallow.

The Northern Interior region had limited participation due to its sparse population. However, the interviewee did make a few remarks regarding the problems in this region:

- The Spaulding Marina at Eagle Lake is underdeveloped. At this site there is one small boat ramp, a dirt parking lot, portable toilets, and a lack of lighting. Each of these issues should be addressed because Eagle Lake is a popular lake for fishing and water skiing.
- The Mountain Meadows Reservoir is owned by PG&E, and they have not constructed any facilities at this reservoir except a dirt parking lot and a small blacktop ramp that is rarely maintained. Beyond these facilities, there is no other development at this site.

Recommendations

Recommendations in regards to General facility improvements and the inability to offer a viable solution to the problem generated two responses and accounted for 29 percent of the total responses for the Northern Interior Region. Each of the recommendations Facility repairs: ramps and more trashcans were recommended once and accounted for 14 percent of the total responses for this region. The interviewee for this region offered no other comments on recommendations besides simply adding facilities at the two locations mentioned above.

Regional Results: Sacramento Basin Region

The Sacramento Basin region consists of fifteen counties: Trinity County, Shasta County, Tehama County, Glenn County, Butte County, Plumas County, Sierra County, Lake County, Colusa County, Sutter County, Yolo County, Nevada County, El Dorado County, Placer County, and Sacramento County. Fifteen agencies within these 15 counties identified 139 problems within their jurisdictions and offered 123 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the Sacramento Basin region can be found in Table 22, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 23. The complete summary of all the problems and recommendations identified for the Sacramento Basin region can be found in Table 24.

Problems

Congestion on waterway was the primary concern among agents within the Sacramento Basin region. This problem generated 14 responses and accounted for 10 percent of the total responses within this region. BUIs/DUIs generated 10 responses and accounted for 7 percent of the total problems within this region. Alcohol consumption generated eight responses and accounted for 6 percent of the total responses for the Sacramento Basin region. Drunkenness generated seven responses and accounted for 5 percent of the total problems within this area (**Table 22**). Insufficient water depth generated six responses and accounted for 4 percent of the total responses in this region.

- The first main problem is that both marinas experience a lack of adequate parking. As the water level of the lake drops, the distance from the parking lot to the marina increases. For users with mobility issues, this distance becomes a major obstacle. Also, the parking lot is filled to capacity on holiday weekends. The parking lot could be improved to alleviate this problem.
- The second problem is that the launch ramp is not usable when the water level drops below 725 ft. As the water level continues to drop, fewer lanes of each ramp will become usable. Eventually, the entire ramp will become unusable. During the busy summer months, these unusable ramps create a huge problem. Without these facilities, there are not enough facilities to serve the boaters and a congestion problem is created.
- Within this jurisdiction, there are BUIs, accidents, and all of the other problems that are related to all boating areas. However, there are not any problems that are completely out of control. The only problem we have is the lack of staff needed to handle these common problems.
- The low water level on Lake Oroville has created many problems such as congestion, speed limit violations, and the surfacing of submerged boating hazards. As the water levels drop, there are fewer surface acres of water to accommodate boaters. However, the number of boaters tends to remain the same.

- Water skiers violating the 5 MPH zone in the coves. They have not caused any major accidents, but they do annoy the house boaters.
- Speeding violations and fatalities are the issues that need to be addressed within the southern section of the Sacramento River. The majority of the speeding violations and drownings occur between Brighton Bend and Miller Park. The high frequency of speeding violations is the result of boater congestion within in area that has high concentration of 5 mph areas.
- There is a disproportionate number of drownings on this section of the Sacramento River. There is usually one drowning on each of the available beaches within the river.
- These two problems could be alleviated if additional parking was built, and if the launch ramps were reconfigured. The California State Parks has been told that the lake's water level will continue to drop as the water is used for other purposes. Since this is the case, adapting the facilities to the situation is the only immediate solution.
- Additional signage and manpower is needed to alleviate the problems that have developed from the low water levels.
- Public education is imperative, and dealers need to be a part of the education process.
- Paved parking lots are needed at a majority of the marinas. Currently, only three out of five have paved parking lots.
- Additional restrooms are needed.
- Installing facilities to reduce the number of speeding violations and fatalities is imperative on this (the southern) section of the Sacramento River.

Recommendations

The recommendation to hire more staff was the number one recommendation for the Sacramento Basin region. This recommendation generated 10 responses and accounted for 8 percent of the total responses for this region. Launching capacity was recommended eight times and accounted for 7 percent of the total responses for this region. More law enforcement generated seven responses and accounted for 6 percent of the total responses for this area. Prohibit alcohol consumption was also among the top five problems within the Sacramento Basin region with six responses and accounted for 5 percent of the total responses within this region. Recommendations concerning Parking capacity were mentioned five times and accounted for 4 percent of the total responses in the Sacramento Basin region.

Regional Results: Central Valley Region

The Central Valley region consists of thirteen counties: Amador County, San Joaquin County, Calaveras County, Stanislaus County, Tuolumne County, Merced County, Mariposa County, San Benito County, Madera County, Fresno County, Kings County, Tulare County, and Kern County. The 12 agencies within this region identified 139 problems within this

jurisdiction and offered 123 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the Central Valley region can be found in Table 25, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 26. The complete summary of all the problems and recommendations identified for the Central Valley region can be found in Table 27.

Problems

Congestion on waterway was the primary concern for the agents within the Central Valley region. This problem generated 14 responses and accounted for 10 percent of the total responses within this region. BUIs generated 10 responses and accounted for 7 percent of the total problems within this area. Alcohol consumption generated eight responses and accounted for 6 percent of the responses within the Central Valley region. Drunkenness was another alcohol related problem that generated seven responses and accounted for 5 percent of the total responses for this region. Congestion on launch ramps was a problem that generated six responses and accounted for 4 percent of the total responses for the Central Valley region.

Interviewees gave several comments related to the problems of the Central Valley region:

- Pine Flat Lake has many problems that need to be addressed. These problems include a shortage of adequate parking, inadequate launch ramps, auto theft, DUIs, BUIs, unreported accidents, and inexperienced operators manning vehicles.
- Since Fresno County Sheriff's Department is unable to patrol Pine Flat Lake seven days a week, there are many accidents that go unreported.
- Improvements to facilities will be very difficult due to the lack of buildable space.
- In the north section of the Kings River, there are submerged snags that can catch an individual in a floating vessel.
- The potential for a high frequency of accidents and fatalities is present at the Kings River. There are two user groups that utilize this river: operators of powered vessels and floating vessels. There is a bridge that divides the river into north and south sections. The north section of the river is designated for non-powered and floating vessels, and the south section is designated for powered vessels. Often times, the powered vessels will trespass into the waters zoned for non-powered vessels.
- Inexperienced boaters are the most important boating-related problem within this jurisdiction.
- Tulloch Reservoir is a "hot spot" due to the unresolved political issues surrounding this body of water. The issue exists between the two types of users that recreate at this reservoir: the residents of Tulloch Reservoir and water skiers. The residents on this reservoir have built a total of 550 private docks within the reservoir. They become irate when water skiers create wakes that cause accidents and property damage. Since the water skiers have had access to this reservoir for

many years, they continue to water ski on this reservoir even though it is now illegal. Law enforcement activities have unsuccessfully tried to deter the water skiers from entering the Tulloch Reservoir. But if the law enforcement agents patrol the reservoir during the day, the boaters will show up at night.

- Due to the lack of developed facilities at New Melones Reservoir, there is a high frequency of search and rescue operations at this reservoir.
- Operators of personal watercraft and other vessels violating operational codes are the most important boating-related problem within this jurisdiction.

Recommendations

Recommendations to hire more staff generated 10 responses and accounted for 8 percent of the total responses for the Central Valley region. Launching capacity was a recommendation that was mentioned eight times and accounted for 7 percent of the total recommendations for this area. More law enforcement generated seven responses and accounted 6 percent of the recommendations for this region. Prohibit alcohol consumption generated six responses and accounted for 5 percent of the total recommendations for this area. Recommendations in regards to parking capacity generated five responses and accounted for 4 percent of the recommendations for the Central Valley region.

Interviewees gave several comments related to the problems of the Central Valley region:

- The solution needed to prevent powered vessels from entering areas designated for non-powered craft will require more signage stating the rules and regulations. Along with additional signage, it will be important to develop strategies that will ensure these signs are read and understood by operators in the water.
- All of the submerged snags and fallen trees should be removed from the water. This will prevent individuals in non-powered vessels from being trapped in the snags.
- A local boating safety class would help alleviate this problem [inexperienced boaters].
- Additional parking lots are needed.
- Additional staffing is needed for two shifts that can effectively enforce the laws at Tulloch Reservoir.

Regional Results: Eastern Sierra Region

The Eastern Sierra region consists of three counties: Alpine County, Inyo County, and Mono County. Two agencies within this region identified 14 problems within their jurisdiction and offered 12 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the Eastern Sierra region can be found in Table 28, and an abbreviated listing of the most frequently identified recommendations for this region can be found in Table 29. The complete summary of all the problems and recommendations identified for the Eastern Sierra region can be found in Table 30.

Problems

Of the 14 problems mentioned in the Eastern Sierra region, there were four problems that each generated two responses and each accounted for 14 percent of the problems. These problems were dangerous water conditions, cold water, and high frequency of accidents, too windy. Also, a lack of law enforcement generated one response and accounted for 7 percent of the problems mentioned in this region.

Interviewees gave several comments related to the problems of the Eastern Sierra region:

- Crowley Lake has several natural conditions that make it a dangerous lake for boaters. The water in this lake is constantly in the lower temperatures ranging from 65 to 68 degrees. Last year there was a fatality involving a kayaker who had prolonged exposure to the waters and died of hypothermia.
- Mono Lake is a large lake that is not safe for small vessels like kayaks and canoes. This lake is 89 square miles that is stream and glacier fed. Thus, the temperature of Mono Lake is usually 55 to 60 degrees. The cold water can be fatal to an operator who is exposed to it for a long period of time.

Recommendations

Recommendations to improve launching capacity generated two responses and accounted for 17 percent of the total responses for the Eastern Sierra region. Add/better restrooms, more public access, showers, and additional funding/more information about grants were recommended

once and accounted for 8 percent of the total recommendations for this area.

Interviewees gave several comments related to recommendations for improvement in the Eastern Sierra region:

- An announcement board reporting weather conditions would be useful at this lake.
- More public launch ramps would improve the emergency response times in this area. This facility addition would give search and rescue teams better access to the lake in emergency situations.
- The three boating officers that patrol the lake do not have any back up. A second person is needed for each patrol boat to operate an impaired person's boat.
- A launch ramp at Bridgeport Lake is needed. Access is an issue when the water levels of the park fluctuate.
- Restrooms with shower facilities are needed.

Regional Results: Southern Interior Region

The Central Valley region consists of three counties: Imperial County, Riverside County, and San Bernardino County. The three agencies within this region identified 37 problems within this jurisdiction and offered 30 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems for the Southern Interior region can be found in Table 31, and an

abbreviated listing of the most frequently identified recommendations for this region can be found in Table 32. The complete summary of all the problems and recommendations identified for the Southern Interior region can be found in Table 33.

Problems

BUIs/DUIs were the primary concern for the agents within the Southern Interior region. This problem generated five responses and accounted for 14 percent of the total responses within this region. Each of the responses reckless/excessive PWC operators, boater education needed, and inexperienced boaters generated four responses and accounted for 11 percent of the total problems within this area. Congestion on waterways was a problem that generated three responses and accounted for 8 percent of the total responses for the Southern Interior region.

Interviewees gave several comments related to the problems of the Southern Interior region:

- Congestion related problems are the primary concern at the East Launch Ramp. This launch area has many amenities such as a large launch ramp, plenty of parking, and a nice beach. Due to these developed facilities, this beach is very popular and has become very congested.
- Hazardous situations are intensified if the renter of personal watercraft has little knowledge of the vessel they are operating. Their lack of knowledge, skill, and boating etiquette is the source of many accidents.
- The most important boating-related problem at Big Bear Lake is lacking knowledge, experience, skill, and training among the boating population.
- Dredging is an issue that needs to be addressed. There is a need for safer, navigable access.
- Blankenship Bend (Colorado River) has several problems such as swimmer/vessels contact, a high frequency of BUIs, gang activity, nudity, and live sex acts.
- Blankenship Bend (Colorado River) also has four acres of shallow surface water that is ankle deep. On Holiday weekends, it is not uncommon to have 1,800 boats within Blankenship Bend. With this large number of vessels, it is extremely difficult for law enforcement agents and medical personal to respond to infractions and illegal activities.
- Copper Canyon (Colorado River) has gang activity, vessel swimmer contact, a high frequency of BUIs, nudity, and live sex acts. The magnitude of these problems makes it extremely difficult for the Marine Division to enforce the laws with in this area.
- Although Parker Strip (Colorado River) does not have the same problems that Copper Canyon and Blankenship Bend experiences, it does have one of the highest frequency of BUIs in the state of California.

- Congestion at Lake Perris is the most important boating-related problem at Lake Perris. This is the only lake in the vicinity that allows body contact with the water. Therefore, it very popular with boater and swimmers, and this creates a competition for resources among the users.

Recommendations

Each of three recommendations to install navigation aids/maps, better law enforcement, and safety courses generated four responses and accounted for 13 percent of the total responses for the Southern Interior region. Favorable statements regarding DBW was mentioned three times and accounted for 10 percent of the total recommendations for this area. More law enforcement generated two responses and accounted 7 percent of the recommendations for the Southern Interior region.

Interviewees gave several comments related to recommendations for improvement in the Southern Interior region:

- Additional public information, signage, and the presence of law enforcement agents would improve this (East Launch Ramp congestion) situation.
- A mandatory operator's license for personal watercraft and other watercraft would help alleviate this problem.
- Closing Blankenship Bend to the public on holiday weekends will be the only way to handle the problems associated with this area.
- Closing the area [Copper Canyon] to the public has helped. However, the problem has surfaced in other areas on this body of water.

Regional Results:

United States Coast Guard

Two individuals from the United States Coast Guard (USCG) identified 23 problems within their jurisdictions and through out the entire state of California and offered 19 recommendations to solve these problems. An abbreviated listing of the most frequently identified problems by the USCG can be found in Table 34, and an abbreviated listing of the most frequently identified recommendations for the USCG can be found in Table 35. The complete summary of all the problems and recommendations identified for the USCG can be found in Table 36.

Problems

High frequency of collisions was the primary concern for the USCG personnel. This problem generated five responses and accounted for 21 percent of the total responses. Each of the responses poor water quality and congested on waterway generated three responses and accounted for 13 percent of the total problems within this area. High frequency of accidents and high frequency of fatalities generated two responses and accounted for 8 percent of the total USCG responses.

USCG interviewees gave several comments related to the problems:

- There are a high frequency of collisions on the Colorado River that need to be addressed. Unfortunately, many of the accidents and collisions are not reported or investigated unless there is a fatality.
- There is a lack of boater safety along the Colorado River. Physical factors, vessel operators, and a lack of facilities are responsible this lack of safety. The physical factors include the shifting sand bars and fluctuating water levels. As for the operators, there are a high frequency of BUIs and operators violating speed restrictions. In addition, there are no navigational aides along the California side of the river.
- Water quality and congestion are issues at all three of these waterways [San Diego Bay, Mission Bay, and Oceanside Harbor].
- Boaters that lack the essential knowledge to operate a vessel are the most important boating-related problem.

Recommendations

USCG recommendations included Better waste pumpout, which generated four responses and accounted for 21 percent of the total USCG responses. Launching capacity and install navigation aids/maps were recommendations that were mentioned twice and accounted for 11 percent of the total recommendations. Not enough facilities and additional funding/more information about grants generated one response and accounted 5 percent of the recommendations from the USCG.

Interviewees gave several comments related to recommendations for improvement:

- The only facility changes that will make the Colorado River a safer place to boat are the installation of navigational aides, and the installation of relay stations to reduce the number of dead spots in communication systems.
- A mandatory boating safety class is needed to educate boaters about the rules and regulations. For instance, there are many boaters who are unaware of rule #9, which states that vessels with deep drafts have the right-of-way within channels. Many operators do not know this, and do not give these larger vessels the right-of-way.
- Services such as bilge pump-out stations and hazardous waste collection are needed to prevent toxic substances from entering the waterways.

Chapter 4



Summary and Detailed Tables

4. Summary and Detailed Tables

Table 2

Ten Most Frequently Given Boating-Related Problems Statewide

Code	Problem	Frequency	Percent
98	Congestion on waterway	65	9.8%
199	High frequency of accidents	41	6.2%
197	BUIs/DUIs	40	6.1%
18	Reckless/excessive PWC operators	35	5.3%
166	Inexperienced boaters	31	4.7%
219	High frequency of fatalities	24	3.6%
132	Boater education needed	19	2.9%
214	High frequency of collisions	19	2.9%
7	Congestion at launch ramps	17	2.6%
45	Alcohol consumption	15	2.3%
Total Problems Statewide		661	100%

Table 3

Ten Most Frequently Given Boating-Related Problems Statewide

Code	Problem	Frequency	Percent
11	Launching capacity	37	5.6%
136	Safety courses	34	5.1%
37	More law enforcement	32	4.8%
159	Hire more staff	24	3.6%
9	Dredging/lake bed needs to be leveled	19	2.9%
79	Not enough facilities	19	2.9%
322	Cannot identify solution	19	2.9%
84	Additional funding/more information about grants	18	2.7%
320	Proactive measures solved the problem	18	2.7%
2	Better waste pumpout	17	2.6%
Total recommendations statewide		664	100%

California Boating Facilities Needs Assessment

Table 4

Five Most Frequently Given Problems within the North Coast Region

Code	Problem	Frequency	Percent
98	Congestion on waterway	4	18%
8	Excessive speed of boats	2	9%
166	Inexperienced boaters	2	9%
168	Rude/argumentative/violent boaters or users	2	9%
199	High frequency of accidents	2	9%
Total Number of Problems Identified		22	100%

Table 5

Five Most Frequently Given Recommendations for the North Coast Region

Code	Problem	Frequency	Percent
332	Public service announcements/educational campaigns	4	17%
11	Launching capacity	2	9%
111	Public relations	2	9%
159	Hire more staff	2	9%
313	Favorable statements regarding DBW	2	9%
Total Number of Recommendations Identified		23	100%

Table 6
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the North Coast Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Del Norte County	Reckless/excessive PWC operators Congestion on waterway High frequency of accidents	Recklessness Capacity Accidents	Not enough facilities Favorable statements regarding DBW Hire more staff	Facility Cap. Other Law Enf.	42
Klamath River	Rude/argumentative/violent boaters or users	Recklessness	Public relations	Safety/Edu.	42
Pacific Ocean Coastline	High frequency of search and rescue missions	Inexperience	Multi-agency emergency task force	Law Enf.	42
Smith River	Congestion on waterway Rude/argumentative/violent boaters	Capacity Recklessness	Public relations	Safety/Edu.	42 42
Humboldt County	Excessive speed of boats Inexperienced boaters	Recklessness Inexperience	Launching capacity Hire more staff Public service announcements/ educational campaigns Favorable statements regarding DBW Additional funding/grant information	Facility Cap. Law Enf. Safety/Edu.	46
Big Lagoon	Restrictions due to wildlife/envir. protection Slow speed limit/no wake zone	Envir. Facilities	No speed limit area Uniform interpretation of laws	Fiscal Facility Impr.	46
Humboldt Bay	Excessive speed of boats Theft Inadequate maintenance of vessels/PWC High frequency of collisions Inexperienced boaters	Recklessness Public Sfty Inexperience Accidents Inexperience	More law enforcement (for all prbs.) Additional or new patrol boat Public service announcements/ educational campaigns	Law Enf. Law Enf. Safety/Edu.	46
Klamath River	Congestion on waterway High frequency of fatalities High frequency of accidents	Capacity Accidents Accidents	Add docks Launching capacity Cannot identify solution	Facility Impr. Facility Cap. Other	46
Pacific Ocean	Congestion on waterway Inadequate maintenance of vessels/PWC	Capacity Inexperience	Launching capacity Public service announcements/ educational campaigns	Facility Cap. Safety/Edu.	46
Trinity River	High frequency of fatalities	Accidents	Improve signage Public service announcements/ educational campaigns	Signage/Info Safety/Edu.	46

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

California Boating Facilities Needs Assessment

Table 7

Five Most Frequently Given Problems within the San Francisco Bay Region

Code	Problem	Frequency	Percent
98	Congestion on waterway	11	10%
55	Needs to be dredged more often	8	8%
166	Inexperienced boaters	8	8%
197	BUIs/DUIs	7	7%
199	High frequency of accidents	7	7%
Total Number of Problems Identified		106	100%

Table 8

Five Most Frequently Given Recommendations for the San Francisco Bay Region

Code	Problem	Frequency	Percent
9	Dredging/lake bed needs to be leveled	9	8%
136	Safety courses	9	8%
12	Facility repairs: docks	7	6%
37	More law enforcement	6	5%
2	Better waste pumpout	5	4%
Total Number of Recommendations Identified		120	100%

Table 9
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the San Francisco Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Alameda County	Needs to be dredged more often Abandoned vessels	Water Cond. Envir.	Dredging/lake bed needs to be leveled	Water Cond.	93
			General facility improvements	Facility Impr.	
			Additional funding/grant information User fees should be charged	Fiscal Fiscal	
SF Bay, San Leandro	Too many non-boating activities	Public Sfty	Security	Law Enf.	93
Contra Costa County	Reckless/Excessive PWC operators	Recklessness			41
	BUIs/DUIs	Alcohol			77
	Inexperienced boaters	Inexperience			
	Loans are not in the best interest of marina management	Fiscal			
Sac-San Joaquin Delta, Discovery Bay	Congestion on waterway High frequency of accidents	Capacity Accidents			41
			Beach area Boating destinations More boating parks	Facility Impr. Facility Impr. Facility Impr.	
SF Bay, Lauritzen Harbor	No reported problems				77
Marin County			Facilities repair: ramp Better waste pumpout	Facility Impr. Envir.	97
Richardson Bay	Congestion on waterway	Capacity			97
	Sensitive ecosystems/unsound boater habits	Envir.	Better waste pumpout More law enforcement	Envir. Law Enf.	
SF Bay, Raccoon Straits	Alcohol consumption	Alcohol	Cannot identify solution	Other	97
Tiburon Harbor	Congestion on waterway	Capacity			
Napa County	BUIs/DUIs	Alcohol			54
	Congestion on waterway	Capacity	Prohibit motorboat use in the bays and other waterways	Law Enf.	75
	Inexperienced boaters	Inexperience			
	Rowdy partiers	Alcohol			
			Landing capacity Boat repair shop/towing vessel Tax monies should be used appropriately Public relations	Facility Cap. Facility Impr. Fiscal Safety/Edu.	
Lake Berryessa, Capell Cove	Insufficient parking	Capacity	Paved parking lot		75
	Vandalism	Public Sfty			
	Congestion on waterway	Capacity			
	Facilities inadequate	Facilities	General facility improvements	Facility Impr.	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

California Boating Facilities Needs Assessment

Table 9 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
<i>Napa County (cont.)</i>					
Lake Berryessa, Markly	Vandalism	Public Sfty	Cannot identify solution	Other	75
Lake Berryessa, The Narrows	Congestion on waterway High frequency of accidents	Capacity Accidents	More law enforcement Cannot identify solution	Law Enf. Other	75
Lake Berryessa, Oak Shores and Smittle Creek	Facility closed Vandalism	Facilities Public Sfty	Law enforcement Public relations	Law Enf. Safety/Edu.	75
Lake Berryessa, Pope Creek Bridge	Alcohol consumption	Alcohol			54
	Drunkenness	Alcohol			75
	Rowdy partiers	Alcohol			
	BUIs/DUIs	Alcohol	Addition or new patrol boat	Law Enf.	
	Illegal swimmers	Public Sfty	More law enforcement	Law Enf.	
	High frequency of accidents	Accidents			
	High frequency of fatalities	Accidents			
	Requires constant law enf. presence	Recklessness	Better enf. officer training/equip. needs Add facilities Hire more staff	Law Enf. Facility Cap. Law Enf.	
Lake Berryessa, South Finger	Congestion on waterway High frequency of accidents	Capacity Accidents	Cannot identify solution	Other	54
Lake Berryessa, Spanish Flat/ Capell/Steele Park	Congestion on waterway	Capacity			75
	High frequency of accidents	Accidents			
	Congestion at launch ramps	Capacity	Supervise launch ramp	Law Enf.	
<i>San Mateo County</i>					
	Stop raw sewage dumping	Envir.			32
	Inadequate maintenance of vessels/PWC	Inexperience	Install freshwater boat wash area	Facility Impr.	35,89
	Needs to be dredged more often	Water Cond.	Dredging/lake bed needs to be leveled	Water Cond.	90,91
	Loans are not in the best interest of marina management	Fiscal	Additional funding/grant information	Fiscal	92
	Poor public relations	Public Safety	Public environmental education	Envir.	
	Abandoned vessels	Envir.			
	Inexperienced boaters	Inexperience	Safety courses Boating license Improve/add breakwater Pave launch ramps Facilities repair: docks Make wheelchair accessible Needs boat slip Mooring buoys Remove invasive species Buoy markers Restrict/prepare for development Catch basins for storm drains Repair pier Public service announcements/ educational campaigns	Safety/Edu. Safety/Edu. Facility Impr. Facility Impr. Facility Impr. Facility Impr. Facility Cap. Facility Impr. Envir. Signage/Info. Facility Impr. Envir. Facility Impr. Safety/Edu.	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

4. Summary and Detailed Tables

Table 9 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
San Mateo County (cont.)			More safety regulations Increase coast guard patrol Boat storage facility Add/better restrooms Needs water passage Not enough facilities Patrol boats suitable for water cond.	Safety/Edu. Law Enf. Facility Impr. Facility Impr. Facility Impr. Facility Cap. Law Enf.	
SF Bay, Coyote Point	Rowdy partiers	Alcohol	Security	Law Enf.	35
	Trash	Envir.	Proactive measures solved problem	Law Enf.	92
SF Bay, Oyster Point	No reported problems		Proactive measures solved problem	Law Enf.	32
SF Bay, Pillar Point Harbor	Problem with live-a-boards	Envir.			91
SF Bay, Pillar Point Reef	Dangerous water conditions	Water Cond.	Improve signage	Signage/Info.	91
	Inexperienced boaters	Inexperience	Boating license	Safety/Edu.	
	High frequency of accidents	Accidents	Safety courses	Safety/Edu.	
	High frequency of fatalities	Accidents	Informational kiosk	Signage/Info.	
SF Bay, SFO Runway	Airport expansion closing waterway	Other			35
Santa Clara County					34
	Poor water quality	Envir.			
	High frequency of accidents	Accidents			
	Inexperienced boaters	Inexperience	Facilities repair: ramp Beach area Needs specialty retail/supplies	Facility Impr. Facility Impr. Facility Impr.	
Anderson Reservoir	Congestion at launch ramps	Capacity	Launching capacity	Facility Cap.	34
	Congestion on waterway	Capacity			
Callero Reservoir	Congestion at launch ramps	Capacity	Launching capacity	Facility Cap.	34
	Congestion on waterway	Capacity			
Coyote Reservoir	Congestion at launch ramps	Capacity	Launching capacity	Facility Cap.	34
	Congestion on waterway	Capacity			
Solano County					64
	BUIs/DUIs	Alcohol			81
	Operators ignore speed limits/rules and regulations	Recklessness	More law enforcement	Law Enf.	
	Reckless/excessive PWC operators	Recklessness	Safety courses Dredging/lake bed needs to be leveled Facility repairs: docks Covered storage Better waste pumpout	Safety/Edu. Water Cond. Facility Impr. Facility Impr. Envir.	
Mare Island Strait	Needs to be dredged more often	Water Cond.	Dredging/lake bed needs to be leveled	Water Cond.	64
	Ramps too steep	Facilities	Facility repairs: ramps	Facility Impr.	
	Dock/ramp damaged	Facilities	Facility repairs: docks	Facility Impr.	
	BUIs/DUIs	Alcohol	Safety courses	Safety/Edu.	
	Substandard boating equipment	Inexperience			

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 9 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Solano County (cont.)					
Sacramento River	Reckless/excessive PWC operators	Recklessness			64
	Reckless/excessive water skiers	Recklessness			
	Dock/ramp damaged	Facilities	Facility repairs: docks	Facility Impr.	
	Inexperienced boaters	Inexperience	Safety courses	Safety/Edu.	
Sacramento River, from Benicia to Minor Slough	Needs to be dredged more often	Water Cond.	Dredging/lake bed needs to be leveled	Water Cond.	64
	Ramps too steep	Facilities	Facility repairs: ramps	Facility Impr.	
	Dock/ramp damaged	Facilities	Facility repairs: docks	Facility Impr.	
	BUIs/DUIs	Alcohol	Safety courses	Safety/Edu.	
Sac-San Joaquin Delta, Sandy Beach	Substandard boating equipment	Inexperience			83
	Reckless/excessive PWC operators	Recklessness	Safety courses	Safety/Edu.	
	Operators ignore speed limits/rules and regulations	Recklessness	Better speed markers	Signage/Info.	
Sac-San Joaquin Delta, Steamboat Slough	Reckless/excessive PWC operators	Recklessness	Safety courses	Safety/Edu.	64
	Reckless/excessive water skiers	Recklessness			
San Pablo Bay, Vallejo Marina	Lack of pumpout facilities	Envir.	Better waste pumpout	Envir.	81
	Theft	Public Sfty	Security	Law Enf.	
			Proactive measures solved problem	Law Enf.	
Suisun Bay			Oil-water separation technology	Envir.	64
	Needs to be dredged more often	Water Cond.	Dredging/lake bed needs to be leveled	Water Cond.	
	Ramps too steep	Facilities	Facility repairs: ramp	Facility Impr.	
	Dock/ramp damaged	Facilities	Facility repairs: dock	Facility Impr.	
	BUIs/DUIs	Alcohol	Safety courses	Safety/Edu.	
Suisun Slough	Substandard boating equipment	Inexperience			64
	Needs to be dredged more often	Water Cond.	Dredging/lake bed needs to be leveled	Water Cond.	
	Dock/ramp damaged	Facilities	Facility repairs: dock	Facility Impr.	
	Insufficient water depth	Water Cond.			

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

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5 Agency Names (**Table 40**)

Table 10

Five Most Frequently Given Problems within the Central Coast Region

Code	Problem	Frequency	Percent
228	Lack of lifeguard presence	10	14%
199	High frequency of accidents	8	11%
98	Congestion on waterway	6	9%
219	High frequency of fatalities	6	9%
26	Lack of law enforcement	4	6%
Total Number of Problems Identified		70	100%

Table 11

Five Most Frequently Given Recommendations for the Central Coast Region

Code	Problem	Frequency	Percent
71	Lifeguards	9	16%
79	Not enough facilities	7	12%
37	More law enforcement	4	7%
84	Additional funding/more information about grants	4	7%
11	Launching capacity	3	5%
Total Number of Recommendations Identified		58	100%

California Boating Facilities Needs Assessment

Table 12
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the Central Coast Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Monterey County	Minors not wearing flotation devices	Recklessness			19
	Reckless/excessive PWC operators	Recklessness			20
	Boater education needed	Inexperience	Safety courses	Safety/Edu.	22
	Inexperienced boaters	Inexperience			
	No boat hoist	Facilities			
	Stop raw sewage dumping	Envir.	Hold polluters responsible	Envir.	
	Abandoned vessels	Envir.			
			Launching capacity	Facility Cap.	
			Facility repairs: docks	Facility Impr.	
			Add docks	Facility Cap.	
			Needs gas pump station	Facility Impr.	
			Needs specialty retail	Facility Impr.	
			Favorable statements about DBW	Law Enf.	
			Needs boat slips	Facility Cap.	
Lake Nacimiento, North Shore Point	Operators ignore speed limits/rules and regulations	Recklessness	Fish cleaning facilities	Facility Impr.	
			Prevent non-authorized live-a-boards	Envir.	
Lake San Antonio Moss Landing Harbor	Operators ignore speed limits/rules and regulations	Recklessness	Use tax monies appropriately	Fiscal	
			Safety courses	Safety/Edu.	19
	Require rental agencies to give safety instructions			Safety/Edu.	
San Luis Obispo County	No reported problems				20
	Poor water quality	Envir.			22
	Excessive noise	Envir.	Regulate noise from electric plant	Envir.	
	Sensitive ecosystems/unsound boater habits	Envir.	Hold polluters responsible	Envir.	
Morro Bay	Oil leaks	Envir.	Oil-water separation technology	Envir.	21
	Harbor entrance dangerous	Water Cond.			
	Inexperienced boaters	Inexperience			
			Install fresh water boat wash areas	Facility Impr.	
Morro Bay Harbor Entrance	Restrictions due to wildlife/environmental protection	Envir.	Boat repair shop/towing vessel	Facility Impr.	
			Storm warning system	Signage/Info.	
Morro Bay Harbor Entrance	Dangerous water conditions	Envir.	Public environmental education	Envir.	21
Morro Bay Harbor Entrance	Dangerous for small boat use	Water Cond.			21
Morro Bay Harbor Entrance	Harbor entrance dangerous	Water Cond.	Reconfigure facilities	Facility Impr.	
Santa Cruz County	Rental agencies rent to inexperienced boaters	Inexperience			103
	Vessel/swimmer contact	Accidents			
			Launching capacity	Facility Cap.	
			Buoy markers	Signage/Info.	
			Multi-agency emergency task force	Law Enf.	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

4. Summary and Detailed Tables

Table 12 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Santa Cruz County (cont.)					
Pacific Ocean, Mana Resa State Beach	Congestion on waterway	Capacity			103
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	High frequency of fatalities	Accidents	Not enough facilities	Facility Cap.	
Pacific Ocean, Natural Bridges	Congestion on waterway	Capacity			103
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	High frequency of fatalities	Accidents			
	Lack of law enf./lifeguard facilities	Facilities	Not enough facilities	Facility Cap.	
	High frequency of collisions	Accidents	Additional/new life boat Patrol boats suitable for water cond.	Law Enf. Law Enf.	
Pacific Ocean, New Brighton State Beach	Lack of law enforcement	Law Enf.	More law enforcement	Law Enf.	103
	Alcohol consumption	Alcohol			
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	High frequency of fatalities	Accidents			
	Rude/argumentative/violent boaters and users	Recklessness			
	Lack of law enf./lifeguard facilities	Facilities	Buoy markers	Signage/Info.	
Pacific Ocean, Palm Beach	Lack of law enforcement	Law Enf.	More law enforcement	Law Enf.	103
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
			Not enough facilities	Facility Cap.	
			Additional funding/grant information	Fiscal	
Pacific Ocean, Rancho del Osos Beach (aka Waddell Beach)	Congestion on waterway	Capacity			103
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.			
	Needs another rescue/patrol boat	Equipment			
	Sensitive ecosystems/unsound boater habits	Envir.			
Pacific Ocean, Rio Del Mar Beach	Lack of law enf./lifeguard facilities	Facilities	Not enough facilities	Facility Cap.	103
	Congestion on waterway	Capacity			
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	High frequency of fatalities	Accidents	Not enough facilities	Facility Cap.	
Pacific Ocean, Sea Cliff	Congestion on waterway	Capacity			103
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	High frequency of fatalities	Accidents	Not enough facilities	Facility Cap.	

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 12 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Santa Cruz County (cont.)					
Pacific Ocean, Sunset State Beach	Lack of law enforcement	Law Enf.	More law enforcement	Law Enf.	103
	Lack of lifeguard presence	Law Enf.	Lifeguards Not enough facilities Additional funding/grant information	Law Enf. Facility Cap. Fiscal	
Pacific Ocean, Twin Lakes	Lack of law enforcement	Law Enf.	More law enforcement	Law Enf.	103
	Alcohol consumption	Alcohol			
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	Rude/argumentative/violent boaters or users	Recklessness			
	Requires constant law enforcement presence	Recklessness			
	High frequency of collisions	Accidents	Additional funding/grant information	Fiscal	
Pacific Ocean, Wilder Ranch State Park	Congestion on waterway	Capacity			103
	High frequency of accidents	Accidents			
	Lack of lifeguard presence	Law Enf.	Lifeguards	Law Enf.	
	High frequency of collisions	Accidents			
	High frequency of fatalities	Accidents	Additional funding/grant information	Fiscal	
Schwan Lake	Poor water quality	Envir.	Cannot identify solution	Other	103

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

Table 13

Five Most Frequently Given Problems within the South Coast Region

Code	Problem	Frequency	Percent
98	Congestion on waterway	9	9%
18	Reckless/Excessive PWC operators	7	7%
35	Poor water quality	6	6%
199	High frequency of accidents	5	5%
201	Vessels too close to shore	5	5%
Total Number of Problems Identified		101	100%

Table 14

Five Most Frequently Given Recommendations for the South Coast Region

Code	Problem	Frequency	Percent
320	Proactive measures solved the problem	10	9%
136	Safety courses	7	6%
2	Better waste pumpout	5	4%
11	Launching capacity	5	4%
12	Facility repairs: docks	4	4%
Total Number of Recommendations Identified		113	100%

California Boating Facilities Needs Assessment

Table 15
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the South Coast Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Los Angeles County	Over fishing	Envir.			9
	Excessive speed of boats	Recklessness			10
	Drunkenness	Alcohol			11
	Wakes created by speeders	Recklessness	proactive measure solved problem	Other	12
	Patrol vessels inadequate for specific waterways	Law Enf.	Patrol boats suitable for water within jurisdiction	Law Enf.	14,15
	Boater education needed	Inexperience			16
	Rental agencies rent to inexperienced operators	Inexperience			17,18
	Restrictions due to wildlife/ environmental protection	Envir.			25,87
	Reckless/Excessive PWC operators	Recklessness			
	Submerged objects/ obstacles	Water Cond.			
	Congestion on waterway	Capacity			
	Vessels too close to shore	Recklessness			
	Inadequate maintenance of vessels/PWC	Inexperience			
	BUIs/DUIs	Alcohol			
	Illegal swimmers	Public Safety			
	Operators ignore speed limits/rules and regulations	Recklessness			
	Minors not wearing emergency floatation devices	Recklessness			
	Substandard boating equipment	Inexperience			
	Lack of pumpout facilities	Envir.	Better waste pumpout	Envir.	
	Poor water quality	Envir.			
	Inexperienced boaters	Inexperience	Safety courses	Safety/Edu.	
	No body contact with water	Envir.			
	Alcohol consumption	Alcohol	Proactive measures solved problem	Other	
	Lack of law enforcement	Law Enf.			
			Not enough facilities	Facility Cap.	
			Additional funding/grant information	Fiscal	
			Favorable statements about DBW	Other	
			Patrol boats suitable for water cond.	Law Enf.	
			Tax monies should be used appr.	Fiscal	
			Launching capacity	Facility Cap.	
			Add facilities	Facility Cap.	
			Needs a gas pump station	Facility Impr.	
			Needs boat slips	Facility Cap.	
			Needs specialty retail/supplies	Facility Impr.	
			More marinas	Facility Cap.	
			Accommodations for larger boats	Facility Impr.	
			Facility repairs: ramp	Facility Impr.	
			Facility repairs: docks	Facility Impr.	
			Buoy markers	Signage/Info.	
			Add/better restrooms	Facility Impr.	
			Showers	Facility Impr.	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

4. Summary and Detailed Tables

Table 15 (cont.)

Waterway or County ¹	Problems	Prb. Cat. ²	Recommendations	Rec. Cat. ³	Ag. ⁵
<i>Los Angeles County (cont.)</i>			Hire more staff Additional lifeguard training Dredging/lake bed needs to be leveled Poor storage facility Emergency vehicles are needed Additional or new patrol boats Protection from wind, currents, & waves Too many restrictions General facility improvements	Law Enf. Law Enf. Water Cond. Facility Impr. Law Enf. Law Enf. Water Cond. Law Enf. Facility Impr.	
Los Angeles Estuary/ river mouth	Crowding, too many people Congestion on waterway	Capacity Capacity	Proactive measures solved problem	Other	9
Pacific Ocean, Los Angeles Cnty	High frequency of accidents Lack of recreational facilities Requires constant law enforcement Requires constant law enforcement presence	Accidents Facilities Law Enf. Law Enf.	Proactive measures solved problem	Other	9
Marina del Rey, Public Launch Ramp, H Basin	Congestion at launch ramps Reckless/excessive PWC operators Wakes created by speeders Incidents/accidents go unreported Operators ignore speed limits/rules and regulations	Capacity Recklessness Recklessness Accidents Recklessness	None	Other	11
Pyramid Lake, Los Angeles Cnty	Floating debris Poor water quality Submerged objects/obstacles	Water Cond. Envir. Water Cond.	Remove floating debris Public environmental education Remove submerged obstacles	Water Cond. Safety/Edu. Water Cond.	12
Pyramid Lake, Spanish Point	Congestion at launch ramps Low water levels	Capacity Water Cond.	Longer steeper launch ramp Cannot identify solution	Facility Impr. Other	12
Avalon Harbor	Congestion on waterway Sensitive ecosystems/unsound boater habits	Capacity Envir.	None	Other	14
Catalina Harbor	Congestion on waterway Sensitive ecosystems/unsound boater habits	Capacity Envir.	None	Other	14
Port of Los Angeles/San Pedro, Los Angeles Light	Congestion on waterway High frequency of accidents	Capacity Accidents	None	Other	14
Redondo Beach Harbor Entrance	Reckless/excessive PWC operators	Recklessness	Require rental agencies/dealers to give safety instructions Buoy markers	Safety/Edu. Signage/Info.	14
Santa Monica Bay, Dockweiler Beach Hyperion Sewage Pipe	Submerged obstacles/ objects	Water Cond.	Buoy markers Install navigation aids/ maps	Signage/Info. Signage/Info.	14

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 15 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Los Angeles County (cont.)					
Santa Monica City to Topanga Cnty	Congestion on waterway High frequency of accidents Vessels to close to shore	Water Cond. Accidents Recklessness	None	Other	14
Castaic Lake (upper)	Congestion at launch ramps	Capacity	Launching capacity	Facility Cap.	15
Castaic Lake, PWC Area	Reckless/excessive PWC operators	Recklessness	Safety courses	Safety/Edu.	15
Peck Park Lake	Trash Lack of recreational facilities	Envir. Facilities	Remove floating debris Security	Water Cond. Law Enf.	16
Santa Fe Reservoir, Santa Fe Dam	Invasive species Insufficient water depth	Envir. Water Cond.	Remove invasive species	Envir.	16
Puddingstone Lake	High frequency of accidents	Accidents	Buoy markers	Signage/Info.	17
Cabrillo Beach	BUIs/DUIs	Alcohol	Proactive measures solved the problem More law enforcement Coordinate waterway control	Other Law Enf. Law Enf.	18
Redondo Beach Harbor Entrance	Reckless/excessive PWC operators Congestion on waterway Harbor entrance dangerous	Recklessness Capacity Water Cond.	More law enforcement Safety courses	Law Enf. Safety/Edu.	25
Santa Monica Bay, Palas Verdes	Vessels to close to shore Requires constant law enf. presence	Recklessness Law Enf.	Safety courses Hire more staff	Safety/Edu. Law Enf.	25
Lake Perris	Poor water quality Congestion on waterway	Envir. Capacity	Public environmental education Proactive measures solved the problem	Safety/Edu. Other	87
Orange County					
	Excessive speed of boats	Recklessness			6
	Inexperienced boaters	Inexperience			24
	BUIs/DUIs	Alcohol			
	Vessels to close to shore	Recklessness			
	Inadequate maintenance of vessels/PWC	Inexperience			
	Vessel swimmer contact	Accidents	Safety courses More public access Better waste pumpout Oil-water separation technology Publicize facilities More marinas Multi-agency emergency task force	Safety/Edu. Facility Impr. Envir. Envir. Signage/Info. Facility Cap. Law Enf.	
Dana Point Harbor	Congestion at launch ramps Need emergency response plan	Capacity Law Enf.	Multi-agency emergency task force Proactive measures solved the problem	Law Enf. Other	24
Newport Harbor	Poor water quality Fuel spills Storm drain contamination	Envir. Envir. Envir.	Public environmental education Fuel spill prevention Proactive measures solved the problem	Safety/Edu. Envir. Other	24
Pacific Ocean, Orange County, Pier Area and the Cliffs/Bluffs	Dangerous water conditions	Water Cond.	Lifeguards	Law Enf.	6

1 Complete County and Waterway List (Table 1)

2 Problem Categories (Table 37)

3 Recommendation Categories (Table 38)

5 Agency Names (Table 40)

4. Summary and Detailed Tables

Table 15 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Santa Barbara County	Needs to be dredged more often	Water Cond.	Dredging/lake bed needs to be leveled	Water Cond.	33
	Closed for dredging	Water Cond.			
	Mooring buoys	Facilities	Launching capacity	Facility Cap.	
			Facility repairs: docks	Facility Impr.	
Santa Barbara Harbor	Poor water quality	Envir.	Plant grass	Envir.	33
	Problem with live a boards	Envir.	Favorable statements regarding DBW	Other	
	Stop raw sewage dumping	Envir.			
Santa Barbara, Sterns Harbor	Alcohol consumption	Alcohol			
	Mooring Buoys	Facilities			
	High frequency of accidents	Accidents			
	Vessels to close to shore	Recklessness			
Ventura County	Lack of regulations	Law Enf.	More safety regulations	Safety/Edu.	38
			User fees need to be charged	Fiscal	
	Reckless/excessive PWC operators	Recklessness			
	Fuel spills	Envir.			
Ventura Harbor, Harbor Village			Facility repairs: ramp	Facility Impr.	38
			Facility repairs: docks	Facility Impr.	
			Repair parking lots	Facility Impr.	
			Accommodations for larger boats	Facility Impr.	
Ventura Harbor, Harbor Village	Reckless/excessive PWC operators	Recklessness	Reconfigure facilities	Facility Impr.	
	Poor water quality	Envir.	Appropriate use of tax monies	Fiscal	
	High frequency of crime	Public Sfty	Separate area for PWCs	Safety/Edu.	
			Better waste pumpout	Envir.	

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 16

Five Most Frequently Given Problems within the San Diego Region

Code	Problem	Frequency	Percent
98	Congestion on waterway	5	14%
132	Boater education needed	4	11%
15	Theft	2	5%
18	Reckless/excessive PWC operators	2	5%
125	PWC destroying atmosphere	2	5%
Total Number of Problems Identified		37	100%

Table 17

Five Most Frequently Given Recommendations for the San Diego Region

Code	Problem	Frequency	Percent
2	Better waste pumpout	3	6%
11	Launching capacity	2	4%
12	Facility repairs: docks	2	4%
19	Add docks	2	4%
41	General facility improvements	2	4%
Total Number of Recommendations Identified		47	100%

Table 18
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the San Diego Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
San Diego County	Drunkenness	Alcohol			7
	Boater education needed	Inexperience			23
	Inexperienced boaters	Inexperience	Safety courses	Safety/Edu.	27
	Reckless/excessive PWC operators	Recklessness			28
	Excessive speed of boats	Recklessness			29
	Congestion on waterway	Capacity			30
	Alcohol consumption	Alcohol			
	Harbor entrance dangerous	Water Cond.	Reconfigure facilities	Facility Impr.	
	Excessive noise	Recklessness			
	Facilities inadequate	Facilities	Facility repairs: ramps	Facility Impr.	
			General facility improvements	Facility Impr.	
			Facility repairs: docks	Facility Impr.	
	PWC use destroying atmosphere	Recklessness			
	Discrepancy in the interpretation of laws regulations	Law Enf.			
	Theft	Public Sfty			
	High frequency of accidents	Accidents			
			New access channel	Facility Cap.	
			Better waste pumpout	Envir.	
			Launching capacity	Facility Cap.	
			Oil-water separation technology	Envir.	
			Parking capacity	Facility Cap.	
			Security	Law Enf.	
			Maintain water levels	Water Cond.	
			Buoy markers	Signage/Info.	
			Improve signage	Signage/Info.	
			Favorable statements regarding DBW	Other	
			Not enough facilities	Facility Cap.	
			Public relations	Safety/Edu.	
			Patrol boats suitable for water cond.	Law Enf.	
			More law enforcement	Law Enf.	
			Showers	Facility Impr.	
			Add/better restrooms	Facility Impr.	
			Add docks	Facility Cap.	
Imperial Beach	Dangerous water conditions	Water Cond.	Improve/add break water	Facility Impr.	7
	Difficult to navigate	Water Cond.	Safety courses	Safety/Edu.	
	Requires constant law enforcement presence	Law Enf.			
			General facility improvements	Facility Impr.	
Oceanside Harbor	Submerged objects/ obstacles	Water Cond.	Remove submerged obstacles	Water Cond.	23
Oceanside Harbor (launch ramp)	Ramps to steep	Facilities	Proactive measures solved the problem	Other	23
	Ramp too narrow/shallow	Facilities	Additional funding/grant information	Fiscal	

1 Complete County and Waterway List (Table 1)

2 Problem Categories (Table 37)

3 Recommendation Categories (Table 38)

5 Agency Names (Table 40)

California Boating Facilities Needs Assessment

Table 18 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
San Diego County (cont.)					
Oceanside Harbor Entrance	Harbor entrance dangerous High frequency of accidents High frequency of fatalities	Water Cond. Accidents Accidents	Dredging/ lake bed needs to be leveled	Water Cond.	23
Mission Bay	Congestion on waterway	Capacity	Cannot identify solution	Other	27
El Capitan Reservoir	Congestion on waterway PWC use destroying atmosphere Storm drain contamination	Capacity Recklessness Envir.	Add docks Floating bathrooms/restrooms Picnic areas Informational kiosk	Facility Cap. Facility Impr. Facility Impr. Signage/Info.	28
South Bay San Diego Bay	Theft	Public Sfty	Launching capacity	Facility Cap.	29
Mission Bay	Reckless/excessive PWC operators High frequency of collisions	Recklessness Accidents	Allow PWC use PWC safety courses Buoy markers Improve signage	Other Safety/Edu. Signage/Info. Signage/Info.	30

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

Table 19
Five* Most Frequently Given Problems within the Northern Interior Region

Code	Problem	Frequency	Percent
37	Insufficient parking	2	22%
15	Theft	1	11%
69	Lack of/poor quality restrooms	1	11%
81	Trash	1	11%
115	Need campgrounds	1	11%
116	Ramp in poor condition	1	11%
150	Lighting needed	1	11%
178	Ramp too narrow/shallow	1	11%
Total Number of Problems Identified		9	100%

* In this region, there was a seven-way tie between all responses except the first

Table 20
Five Most Frequently Given Recommendations for the Northern Interior Region

Code	Problem	Frequency	Percent
0	None	2	29%
41	General facility improvements	2	29%
8	Facility repairs: ramp	1	14%
47	More trash cans	1	14%
322	Cannot identify solution	1	14%
Total Number of Recommendations Identified		7	100%

Table 21
**Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the Northern Interior Region**

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Lassen County	Rude/argumentative/violent boaters or users	Recklessness			50
	High frequency of collisions	Accidents			
	Boaters not wearing life jackets	Recklessness			
Eagle Lake, Spaulding Marina	Theft	Public Sfty			50
	Insufficient parking	Capacity	General facility improvements	Facility Impr.	
	Lack of/poor quality restrooms	Facilities			
	Lighting needed	Facilities			
	Ramp too narrow/shallow	Facilities			
Mountain Meadows Reservoir	Insufficient parking	Facilities	General facility improvement	Facility Impr.	50
	Trash	Envir.	More trash cans	Facility Impr.	
	Need campgrounds	Facilities	Cannot identify solution	Other	
	Ramp in poor condition	Facilities	Facility repairs: ramp	Facility Impr.	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

California Boating Facilities Needs Assessment

Table 22

Five* Most Frequently Given Problems within the Sacramento Basin Region

Code	Problem	Frequency	Percent
98	Congestion on waterway	14	10%
197	BUIs/DUIs	10	7%
45	Alcohol consumption	8	6%
9	Drunkenness	7	5%
11	Insufficient water depth	6	4%
Total Number of Problems Identified		139	100%

Table 23

Five Most Frequently Given Recommendations for the Sacramento Basin Region

Code	Problem	Frequency	Percent
159	Hire more staff	10	8%
11	Launching capacity	8	7%
37	More law enforcement	7	6%
124	Prohibit alcohol consumption	6	5%
5	Parking capacity	5	4%
Total Number of Recommendations Identified		123	100%

Table 24
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the Sacramento Basin Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Butte County	Insufficient water depth	Water Cond.	Low water facilities needed	Facility Impr.	79
	Lack of law enforcement	Law Enf.	More law enforcement	Law Enf.	85
	BUIs/DUIs	Alcohol			
	High frequency of accidents	Accidents			
	Reckless boaters	Recklessness	Safety Courses	Safety/Edu.	
			Require rental agencies/dealers to give safety instructions	Safety/Edu.	
			Add/better restrooms	Facility Impr.	
			Launching capacity	Facility Cap.	
			Parking capacity	Facility Cap.	
			Better enforcement officer training/equipment needs	Law Enf.	
Lake Oroville, Bidwell Canyon Marina	Congestion at launch ramps	Capacity			79
	Insufficient water depth	Water Cond.			
	Insufficient parking	Capacity	Parking capacity	Facility Cap.	
	Distance between parking and launch area	Water Cond.	Parking lot closer to ramp	Facility Impr.	
			Longer/steeper launch ramp	Facility Impr.	
	Congestion at launch ramps	Capacity			79
	Insufficient water depth	Water Cond.			
	Insufficient parking	Capacity	Parking capacity	Facility Cap.	
	Distance between parking and launch area	Water Cond.	Parking lot closer to ramp	Facility Impr.	
			Longer/steeper launch ramp	Facility Impr.	
Lake Oroville	Insufficient water depth	Water Cond.			85
	Submerged objects/obstacles	Water Cond.			
	Congestion on waterway	Capacity			
Feather River	Insufficient water depth	Water Cond.			85
	Theft	Public Sfty			
	Vandalism	Public Sfty			
			Cannot identify solution	Other	
Colusa County	Reckless/excessive PWC operators	Recklessness			40
	Congestion on waterway	Capacity	Add docks	Facility Cap.	
			Launching capacity	Facility Cap.	
Butte Creek	High frequency of search and rescue missions	Inexperience	Add facilities	Facility Cap.	
			None	Other	40

1 Complete County and Waterway List (Table 1)

2 Problem Categories (Table 37)

3 Recommendation Categories (Table 38)

5 Agency Names (Table 40)

California Boating Facilities Needs Assessment

Table 24 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Colusa County (cont.)					
East Park Reservoir	No launch ramp	Facilities			40
	Rowdy partiers	Alcohol			
	Congestion on waterway	Capacity			
	Lack of recreational facilities	Facilities	Add facilities More law enforcement User fees should be charged	Facility Cap. Law Enf. Fiscal	
Sacramento River	Congestion on waterway	Capacity			40
	Wakes created by speeders	Recklessness	Improve signage	Signage/Info	
El Dorado County	Reckless/excessive PWC operators	Recklessness			43
	PWC use destroying atmosphere	Recklessness			
	Inexperienced boaters	Inexperience	Launching capacity Speed limits Favorable statements regarding DBW	Safety/Edu. Other	
Lake Tahoe, Emerald Bay	Congestion on waterway	Capacity			43
	Requires constant law enf. presence Wakes created by speeders	Law Enf. Recklessness	More law enforcement	Law Enf.	
Glenn County					
	Lack of law enforcement	Law Enf.			45
	Operators ignore speed limits/rules and regulations	Recklessness	Dredging/lake bed will need to be leveled Additional funding/grant information Remove submerged obstacles	Water Cond. Fiscal Water Cond.	
				Other	
Black Butte Lake	Lack of law enforcement	Law Enf.	None		45
Sacramento River, Irvine Finch State Park to Pine Creek	Insufficient Parking	Capacity			45
	Congestion on waterway	Capacity	Multi-agency emergency task force	Law Enf.	
Stoney Gorge Reservoir	Limited access	Facilities	Access road improved/needed	Facility Impr.	45
	Poor campgrounds	Facilities	Add/better restrooms	Facility Impr.	
	Congestion on waterway	Capacity			
	Ramps too steep	Facilities			
	Rude/argumentative/violent boaters or users	Recklessness			
	Ramp to narrow/shallow	Facilities	Launching capacity	Facility Cap.	
Lake County					
	Inexperienced boaters	Inexperience			49
	BUIs/DUIs	Alcohol	Parking capacity Add/better restrooms Needs boat slips Remove invasive species Decrease usage fees Favorable statements regarding DBW	Facility Cap. Facility Impr. Facility Cap. Envir. Fiscal Other	

1 Complete County and Waterway List (Table 1)

2 Problem Categories (Table 37)

3 Recommendation Categories (Table 38)

5 Agency Names (Table 40)

4. Summary and Detailed Tables

Table 24 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Lake County (cont.)					
Clear Lake, Konocti Harbor Inn	Congestion on waterway	Capacity			49
	High speeds at night	Recklessness	More law enforcement Hire more staff	Law Enf. Law Enf.	
Clear Lake, Lakeport	High frequency of accidents	Accidents			49
	Rental agencies rent to inexperienced operators	Inexperience	Require rental agencies to give safety instructions	Safety/Edu.	
Clear Lake, Mike Thompson Harbor	Needs public swimming beach	Facilities			49
	Swimmers near ramp	Accidents	Improve signage	Signage/Info.	
Clear Lake, Monitor Island	Submerged objects/obstacles	Water Cond.	Remove submerged obstacles	Water Cond.	49
Nevada County	Inexperienced boaters	Inexperience	Safety courses	Safety/Edu.	55
	Operators ignore speed limits/rules and regulations	Recklessness			
	Boaters not wearing life jackets	Recklessness			
Boca Lake	Congestion on waterway	Capacity			55
	High frequency of accidents	Accidents			
	Operators ignore speed limits/rules and regulations	Recklessness	Hire more staff	Law Enf.	
Camp Far West Reservoir	Congestion at launch ramps	Capacity	Add docks	Facility Cap.	55
Donner Lake	Congestion at launch ramps	Capacity	Launching capacity	Facility Cap.	55
	Needs more public access	Facilities			
Rollins Lake	Congestion on waterway	Capacity			55
	Needs better buoy markers	Facilities	Buoy markers	Signage/Info.	
Placer County	Reckless/excessive PWC operators	Recklessness			5
	Excessive noise	Recklessness			
	BUIs/DUIs	Alcohol	More law enforcement Boating license	Law Enf. Safety/Edu.	
American River, Negro Bar	Alcohol consumption	Alcohol	Prohibit alcohol consumption while operating a boat	Law Enf.	5
	Illegal swimmers	Public Sfty	General facility improvements	Facility Impr.	
Folsom Lake, Beall's Point	Drunkness	Alcohol	Prohibit alcohol consumption while operating a boat	Law Enf.	5
	Alcohol consumption	Alcohol			
	Rowdy partiers	Alcohol			
	Gang activity	Public Sfty			
	BUIs/DUIs	Alcohol			
	High frequency of collisions	Accidents			
Folsom Lake, Granite Beach	Drunkness	Alcohol	Prohibit alcohol consumption while operating a boat	Law Enf.	5
	Alcohol consumption	Alcohol			
	Rowdy partiers	Alcohol			
	Gang activity	Public Sfty			
	BUIs/DUIs	Alcohol			
	High frequency of collisions	Accidents			

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 24 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Placer County (cont.)					
Folsom Lake, Oak Beach	Drunkenness	Alcohol	Prohibit alcohol consumption while operating a boat	Law Enf.	5
	Alcohol consumption	Alcohol			
	Rowdy partiers	Alcohol			
	Gang activity	Public Sfty			
	BUIs/DUIs	Alcohol			
	High frequency of collisions	Accidents			
Folsom Lake, Rattle Snake Bar	Drunkenness	Alcohol	Access road needed/improved More law enforcement	Facility Impr. Law Enf.	5
	Alcohol consumption	Alcohol			
	Rowdy partiers	Alcohol			
	BUIs/DUIs	Alcohol			
Sacramento County	Excessive speed of boats	Recklessness	Better speed markers	Signage/Info.	26
	Reckless/Excessive PWC operators	Recklessness	Launching capacity Add facilities	Facility Cap. Facility Cap.	
Sacramento River, Discovery Park	Congestion at launch ramps	Capacity	Launching capacity	Facility Cap.	26
	Excessive speed of boats	Recklessness	Add docks	Facility Cap.	
Sacramento River, Garcia Bend	Reckless Boaters	Recklessness	Buoy markers Better speed markers	Signage/Info. Signage/Info.	26
	Congestion on waterway	Capacity			
	Inexperienced boater	Inexperience			
	Vessel swimmer contact	Accidents			
Sacramento River, Old Sacramento	Excessive speed of boats	Recklessness	Buoy markers	Signage/Info.	26
			Better speed markers	Signage/Info.	
Shasta County	Inexperienced boaters BUIs/DUIs	Inexperience Alcohol	Safety courses	Safety/Edu.	61
			Facility repair: ramp	Facility Impr.	
			Facility repair: docks	Facility Impr.	
			Make wheelchair accessible/ADA	Facility Impr.	
			More marinas	Facility Cap.	
			Buoy markers	Signage/Info.	
Sacramento River	Dangerous water conditions Submerged objects/obstacles	Water Cond. Water Cond.	General facility improvements	Facility Impr.	61
			Maintain water levels Build more dams	Water Cond. Other	

1 Complete County and Waterway List (Table 1)

2 Problem Categories (Table 37)

3 Recommendation Categories (Table 38)

5 Agency Names (Table 40)

4. Summary and Detailed Tables

Table 24 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Shasta County (cont.)					
Shasta Lake	Congestion at launch ramps	Capacity			61
	Insufficient water depth	Water Cond.			
	Submerged objects/obstacles	Water Cond.			
	Inexperienced boaters	Inexperience	Safety courses	Safety/Edu.	
	BUIs/DUIs	Alcohol			
	High frequency of accidents	Accidents	Public service announcements/ educational campaigns Cannot identify solution	Safety/Edu. Other	
Sierra County	Reckless/Excessive PWC operators	Recklessness	None	Other	62
			Facility repairs: ramp Launching capacity Too many restrictions	Facility Impr. Facility Cap. Law Enf.	
Stampede Lake	Congestion on waterway	Capacity	None	Other	62
Sutter County	Boater education needed Inadequate maintenance	Inexperience Inexperience			67
			Dredging/lake bed needs to be leveled	Water Cond.	
			Needs a gas pump station Remove submerged obstacles	Facility Impr. Water Cond.	
Trinity County	Reckless/Excessive PWC operators	Recklessness			69
	Reckless/Excessive water skiers	Recklessness	Add/better restrooms Paved parking lots	Facility Impr. Facility Impr.	
Yolo County	Drunkenness	Alcohol	Prohibit alcohol consumption while operating a boat	Sfty/Edu.	72
	Alcohol consumption	Alcohol			
	Insufficient parking	Facilities			
	Reckless boaters	Recklessness	More law enforcement Dredging/lake bed needs to be leveled Add docks	Law Enf. Water Cond. Facility Cap.	
Putah and Cache Creek	Drunkenness	Alcohol			72
	Alcohol consumption	Alcohol			
	High frequency of search and rescue missions	Accidents	Hire more staff	Law Enf.	
Sacramento River, between Knights Landing and Third Beach	Boaters not wearing life jackets	Recklessness			72
	Alcohol consumption	Alcohol			
	High frequency of collisions	Accidents			
Sacramento River, Freepoint Area	Illegal non-boating activities	Public Sfty			72
	Drunkenness	Alcohol	Hire more staff	Law Enf.	
	Rude/argumentative/violent boaters and users	Recklessness			
	High frequencies of fatalities	Accidents	Hire more staff	Law Enf.	

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 24 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Yolo County (cont.)					
Sacramento River, near Downtown Sacramento	Excessive speed boats	Recklessness	Improve signage	Signage/Info.	72
	High frequency of fatalities	Accidents	Require life preservers	Safety/Edu.	
Yuba County	Congestion on waterway	Capacity	Facility repair: ramp Hire more staff Repair parking lots Additional or new patrol boats	Facility Impr. Law Enf. Facility Impr. Law Enf.	73
Bullards Bar Reservoir	Congestion on waterway	Capacity	Cannot identify solution	Other	73
Camp Far West Reservoir	Excessive noise	Recklessness	Proactive measures solved the problem	Other	73
	Jet boats	Recklessness			
	High speeds at night	Recklessness			

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

Table 25

Five Most Frequently Given Problems within the Central Valley Region

Code	Problem	Frequency	Percent
98	Congestion on waterway	14	10%
197	BUIs/DUIs	10	7%
45	Alcohol consumption	8	6%
9	Drunkenness	7	5%
7	Congestion on launch ramps	6	4%
Total Number of Problems Identified		139	100%

Table 26

Five Most Frequently Given Recommendations for the Central Valley Region

Code	Problem	Frequency	Percent
159	Hire more staff	10	8%
11	Launching capacity	8	7%
37	More law enforcement	7	6%
124	Prohibit alcohol consumption	6	5%
5	Parking capacity	5	4%
Total Number of Recommendations Identified		123	100%

California Boating Facilities Needs Assessment

Table 27
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the Central Valley Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Calaveras County	Reckless/excessive PWC operators High frequency of accidents	Recklessness Accidents	Parking Capacity Launching Capacity More Law Enforcement Hire more staff	Facility Cap. Facility Cap. Law Enf. Law Enf.	39
New Melones Reservoir	Insufficient Parking Lack of recreational facilities High frequency of search and rescue mission	Capacity Facilities Inexperience	Cannot identify solution	Other	39
Tulloch Reservoir	Reckless/Excessive water skiers Wakes created by speeders	Recklessness Recklessness	Resolve conflict between users	Law Enf.	39
Fresno County	Inexperienced boaters BUIs/DUIs Insufficient Parking Dock/ramp damaged Boater education needed	Inexperience Alcohol Capacity Facilities Inexperience	Parking capacity Facility repairs: ramp Safety courses Additional funding/info. about grants More marinas Launching capacity Add docks Informational kiosk Favorable statements regarding DBW	Facility Cap. Facility Impr. Safety/Edu. Fiscal Facility Cap. Facility Cap. Facility Impr. Signage/Info. Law Enf.	44 107
Kings River	Submerged objects/obstacles High frequency of accidents Vessel swimmer contact High frequency of fatalities	Water Cond. Accidents Accidents Accidents	Remove submerged obstacles	Water Cond.	44
Kings River	High frequency of accidents Operators ignore speed limits/rules and regulations High frequency of fatalities	Accidents Recklessness Accidents	Improve signage Safety courses Improve signage	Signage/Info. Safety/Edu. Signage/Info.	107
Kings River, Cricket Hollow	Insufficient parking Vandalism Dock/ramp damaged	Capacity Public Sfty Facilities	Parking capacity Facility repairs: docks Not enough facilities	Facility Cap. Facility Impr. Facility Cap.	107
Pine Flat Lake	Theft Inexperienced boaters BUIs/DUIs Incidents/accidents go unreported Insufficient parking Ramp in poor condition	Public Safety Inexperience Alcohol Accidents Capacity Facility	More law enforcement Cannot identify solution	Law Enf. Other	44

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

4. Summary and Detailed Tables

Table 27 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Kern County	Boater education needed BUIs/DUIs	Inexperience Alcohol	Launching capacity	Facility Cap.	8
			Add docks	Facility Cap.	
			Buoy markers	Signage/Info.	
			Law: PWCs 200 feet from other watercraft	Law Enf.	
Buena Vista Aquatic Recreation Area	Drunkenness Congestion on waterway	Alcohol Capacity	More law enforcement	Law Info.	8
Kings County	Reckless boaters Boater education needed	Recklessness Inexperience			48
			Add/better restrooms	Facility Impr.	
			More trash cans	Facility Impr.	
			Pave launch ramps	Facility Impr.	
			Fish cleaning facilities	Facility Impr.	
			Paved parking lot	Facility Impr.	
			Proactive measures solved the problem		
			Favorable statements regarding DBW	Law Enf.	
Kings River (Near Jackson)	Congestion on waterway High frequency of collisions	Capacity Accidents	Better speed markers Speed limits Improve signage	Signage/Info. Safety/Edu. Signage/Info.	48
Kings River (north end near Tulare)	Dangerous water conditions	Water Cond.	Measures to solve problems have failed Cannot identify solution	Other	48
Kings River, Lemoore Marina	Reckless boaters Congestion on waterway Rental agencies rent to inexperienced operators High frequency of collisions	Recklessness Capacity Inexperience Accidents	Safety courses	Safety/Edu.	48
			More law enforcement	Law Enf.	
			Buoys markers	Signage/Info.	
			Improve signage	Signage/Info.	
King River, North Kingston Park	Reckless/excessive PWC operators	Recklessness	Buoys markers	Signage/Info.	
			Better speed markers	Signage/Info.	
			Improve signage	Signage/Info.	
Madera County	Operators ignore speed limits/rules and regulations	Recklessness			105
			Facility repairs: ramp	Facility Impr.	
			Dredging/lake bed needs to be leveled	Water Cond.	
			General facility improvements	Facility Impr.	
			Picnic areas	Facility Impr.	
Berenda Reservoir	Operators ignore speed limits/rules and regulations	Recklessness	More law enforcement	Law Enf.	105
			Additional funding/more information about grants	Fiscal	

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 27 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Madera County (cont.)					
Sac-SJ Delta, Ash Slough	Invasive species	Public Sfty	Remove invasive species	Envir.	105
	Theft	Public Sfty			
	Vandalism	Public Sfty			
	High frequency of accidents	Accidents			
	High frequency of fatalities	Accidents			
	Illegal non-boating activities	Public Sfty			
	High frequency of fires/arson	Public Sfty			
Mariposa County	Reckless/excessive PWC operators Incidents/accidents go unreported	Recklessness Accidents			52
Lake McClure	BUIs/DUIs	Alcohol	Not enough facilities Hire more staff	Facility Cap. Law Enf.	52
	High frequency of accidents	Accidents	Additional or new patrol boat	Law Enf.	
				Boat storage facility Not enough facilities	
Merced River	Insufficient water depth	Water Cond. Accidents			52
	High frequency of accidents				
			Cannot identify solution	Other	
Merced County	Reckless/excessive PWC operators	Recklessness	More law enforcement Facility repairs: ramp Facility repairs: docks Boat storage facility Restrict/prepare for development Favorable statements regarding DBW	Law Enf. Facility Impr. Facility Impr. Facility Impr. Facility Impr. Law Enf.	106
San Joaquin County	Boater education needed Large ships BUIs/DUIs	Inexperience Capacity Alcohol			80,60
			More law enforcement Launching Capacity Floating bathrooms/restrooms General facility improvements Safety courses Boating license Improve signage	Law Enf. Facility Cap. Facility Impr. Facility Impr. Safety/Edu. Safety/Edu. Signage/Info.	
Mokelumne River, Lodi	Lack of law enf./lifeguard Facilities	Facility	Boat storage facility Not enough facilities	Facility Impr. Facility Cap.	80,60
	High frequency of fatalities	Accidents			
				Better enforcement officer training/ equipment needs	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

4. Summary and Detailed Tables

Table 27 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
San Joaquin County (cont.)					
Sac SJ-Delta, 4-Mile Slough, Bora Bora	Excessive speed of boats	Recklessness			80/60
	Rude/argumentative/violent boaters or users	Recklessness			
	BUIs/DUIs	Alcohol			
	High frequency of accidents	Accidents	Add docks Access road improved/needed Not enough facilities Hire more staff	Facility Cap. Facility Cap. Facility Cap. Law Enf.	
Sac SJ-Delta, Acker Island	Congestion on waterway	Capacity			80/60
	BUIs/DUIs	Alcohol			
	Lack of law enf./lifeguard facilities	Facility			
	High frequency of collisions	Accidents	Add docks Access road improved/needed Not enough facilities Hire more staff	Facility Impr. Facility Impr. Facility Cap. Law Enf.	
Sac SJ-Delta, Main Channel, Venice Cut	Congestion on waterway	Capacity			80/60
	BUIs/DUIs	Alcohol			
	High frequency of accidents	Accidents			
	High frequency of collisions	Accidents	More law enforcement	Law Enf.	
Sac SJ-Delta, Ski Beach	Rude/argumentative/violent boaters or users	Recklessness			
	High frequency of accidents	Accidents			
			More law enforcement	Law Enf.	
			Hire more staff	Law Enf.	
Stanislaus County					
	Boater education needed	Inexperience	Boating License	Safety/Edu.	36
	Inexperienced boaters	Inexperience	Safety Courses	Safety/Edu.	
			Better enf. officer/lifeguard training	Law Enf.	
			Hire more staff	Law Enf.	
Modesto Reservoir	Congestion on waterway	Capacity			36
	Inexperienced boaters	Inexperience	Hire more staff	Law Enf.	
Stanislaus River	High frequency of accidents	Accidents			36
	High frequency of fatalities	Accidents	More law enforcement	Law Enf.	
Woodard Reservoir	Congestion on waterway	Capacity			36
	Inexperienced boaters	Inexperience	Hire more staff	Law Enf.	
Tulare County					
	Reckless/Excessive PWC operators	Recklessness			70
	Operators ignore speed limits/rules and regulations	Recklessness	Swimming area Launching capacity	Facility Impr. Facility Cap.	
Kaweah Reservoir	Congestion at launch ramps	Capacity	Proactive measures solved the problem	Law Enf.	70

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

California Boating Facilities Needs Assessment

Table 27 (cont.)

Waterway or County ¹	Problems	Prb. Cat. ²	Recommendations	Rec. Cat. ³	Ag. ⁵
Tuolumne County	Reckless/excessive PWC operators BUIs/DUIs Underage boaters/skiers	Recklessness Alcohol Recklessness	Launching capacity Boat repair shop/towing vessel	Facility Cap. Facility Impr.	71
Don Pedro Reservoir	Reckless/excessive PWC operators Congestion on waterway BUIs/DUIs	Recklessness Capacity Alcohol	Launching capacity Measures to solve problems have failed	Facility Cap.	71
New Melones Reservoir	Reckless/excessive PWC operators Congestion on waterway BUIs/DUIs	Recklessness Capacity Alcohol	Launching capacity Measures to solve problems have failed	Facility Cap.	
Tulloch Reservoir	Reckless/excessive PWC operators Congestion on waterway BUIs/DUIs	Recklessness Capacity Alcohol	Restrict/prepare for development	Facility Impr.	71

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

Table 28
Five Most Frequently Given Problems within the Eastern Sierra Region

Code	Problem	Frequency	Percent
25	Too windy	2	14%
31	Dangerous water conditions	2	14%
106	Cold water	2	14%
219	high frequency of fatalities	2	14%
26	Lack of law enforcement	1	7%
Total Number of Problems Identified		14	100%

Table 29
Five Most Frequently Given Recommendations for the Eastern Sierra Region

Code	Problem	Frequency	Percent
11	Launching capacity	2	17%
17	Add/better restrooms	1	8%
26	More public access	1	8%
50	Showers	1	8%
84	Additional funding/more information about grants	1	8%
Total Number of Recommendations Identified		12	100%

California Boating Facilities Needs Assessment

Table 30
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the Eastern Sierra Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Inyo County	Invasive species	Water Cond.			76
	Excessive speed of boats	Recklessness			
			Add/better restrooms Showers Additional funding/grant info.	Facility Impr. Facility Impr. Fiscal	
Diaz Lake	No reported problems				76
Mono County	Lack of law enforcement	Law Enf.			53
	Needs another rescue/patrol boat	Law Enf.	Additional or new patrol boat	Law Enf.	
	BUIs/DUIs	Alcohol	Hire more staff Launching capacity	Facility Impr. Facility Cap.	
Crowley Lake	Too windy	Water Cond.	Storm warning system	Signage/Info.	53
	Dangerous water conditions	Water Cond.			
	Cold water	Water Cond.			
	High frequency of fatalities	Accidents	Information kiosk	Signage/Info.	
Mono Lake	Too Windy	Water Cond.			53
	Dangerous water conditions	Water Cond.			
	Cold Water	Water Cond.			
	High frequency of fatalities	Accidents	Launching capacity More public access	Facility Cap. Facility Impr.	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

Table 31

Five Most Frequently Given Problems within the Southern Interior Region

Code	Problem	Frequency	Percent
197	BUIs/DUIs	5	14%
18	Reckless/Excessive PWC operators	4	11%
132	Boater education needed	4	11%
166	Inexperienced boaters	4	11%
98	Congestion on waterways	3	8%
Total Number of Problems Identified		37	100%

Table 32

Five Most Frequently Given Recommendations for the Southern Interior Region

Code	Problem	Frequency	Percent
55	Install navigation aids/maps	4	13%
115	Better enforcement officer training	4	13%
136	Safety courses	4	13%
313	Favorable statements regarding DBW	3	10%
37	More law enforcement	2	7%
Total Number of Recommendations Identified		30	100%

California Boating Facilities Needs Assessment

Table 33
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the Southern Interior Region

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
Imperial County	Boater education needed	Inexperience			47
	Inexperienced boaters	Inexperience			
	High frequency of accidents	Accidents			
	High frequency of fatalities	Accidents			
			Favorable statements regarding DBW Improve communication systems Better enf. officer training/ edu. needs Not enough facilities	Other Law Enf. Law Enf. Facility Cap.	
All American Canal	High frequency of fatalities	Accidents	Better enf. officer training/ edu. needs	Law Enf.	47
Colorado River	Reckless/excessive PWC operators	Recklessness			47
	BUIs/DUIs	Alcohol			
	High frequency of crime	Public Sfty			
			Patrol boats suitable for water cond.	Law Enf.	
Salton Sea	High frequency of search and rescue missions	Inexperience	Better enf. officer training/ edu. needs	Law Enf.	47
Sun Beam Lake	Reckless/excessive PWC operators	Recklessness			47
	Boater education needed	Inexperience	Safety courses	Safety/Edu.	
Wiest Lake	Reckless/excessive PWC operators	Recklessness			47
	Boater education needed	Inexperience	Safety courses	Safety/Edu.	
San Bernardino County	Underage boaters/skiers	Recklessness			3
	Not safe	Other			74
	Boater education needed	Inexperience	Safety courses	Safety/Edu.	
	Needs better buoy markers	Facilities			
	Inexperienced boaters	Inexperience			
	BUIs/DUIs	Alcohol	More law enforcement	Law Enf.	
	Discrepancy in the interpretation of laws/regulations	Law Enf.	Better enf. officer training/ equip. needs	Law Enf.	
			Dredging/lake bed needs to be leveled Additional funding/more information about grants	Water Cond. Fiscal	
			Additional or new patrol boat	Law Enf.	
			Favorable statements regarding the DBW	Other	
			Not enough facilities	Facility Cap.	
			Public relations	Safety/Edu.	
			Install navigation aids/maps	Signage/Info.	
	Big Bear Lake, East Launch Ramp	Capacity	Supervise launch ramp	Law Enf.	3
	Inexperienced boaters	Inexperience			
	Operators ignore speed limits/rules and regulations	Recklessness	More law enforcement	Law Enf.	
Big Bear Lake, Jet ski rental dock	Reckless/excessive PWC operators	Recklessness			3
	Inexperienced boaters	Inexperience	Boating license Proactive measures solved problems	Safety/Edu. Other	

1 Complete County and Waterway List (**Table 1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table 40**)

4. Summary and Detailed Tables

Table 33 (cont.)

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
San Bernardino County (cont.)					
Colorado River, Blankenship Bend	Congestion on waterway	Capacity			74
	Gang activity	Public Sfty			
	BUIs/DUIs	Alcohol			
	Vessel swimmer contact	Accidents			
	Illegal non-boating activities	Public Sfty			
			Install navigation aids/maps	Signage/Info.	
			Close facility	Facility Impr.	
Colorado River, Copper Canyon	Congestion on waterway	Capacity			74
	Gang activity	Public Sfty			
	BUIs/DUIs	Alcohol			
	Vessel swimmer contact	Accidents			
	Illegal non-boating activities	Public Sfty			
			Install navigational aids/maps	Signage/Info	
			Close facility	Facility Impr.	
Colorado River, Parker Strip	Congestion on waterway	Capacity			74
	BUIs/DUIs	Alcohol			
			Install navigational aides/maps	Signage/Info	

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 31

Five Most Frequently Given Problems within the United States Coast Guard

Code	Problem	Frequency	Percent
214	High frequency of collisions	5	21%
35	Poor water quality	3	13%
98	Congestion on waterway	3	13%
199	High frequency of accidents	2	8%
219	High frequency of fatalities	2	8%
Total Number of Problems Identified		24	100%

Table 32

Five Most Frequently Given Recommendations for the United States Coast Guard

Code	Problem	Frequency	Percent
2	Better waste pumpout	4	21%
11	Launching capacity	2	11%
55	Install navigation aides/maps	2	11%
79	Not enough facilities	1	5%
84	Additional funding/more information about grants	1	5%
Total Number of Recommendations Identified		19	100%

Table 36
Specific Waterway Law Enforcement Interviews
Problems and Recommendations for the United States Coast Guard

Waterway or County ¹	Problems	Problem Category ²	Recommendations	Rec. Category ³	Ag. ⁵
USGS	Boater education needed	Inexperience			95
	Permanent bridge is being built	Other			108
	High frequency of accidents	Accidents			
	High frequency of collisions	Accidents			
	High frequency of fatalities	Accidents			
	Boaters not wearing life jackets	Recklessness			
	Sensitive ecosystems/unsound boater habits	Envir.			
			Launching capacity	Facility Cap.	
			Not enough facilities	Facility Cap.	
			Better waste pumpout	Envir.	
Colorado River, Imperial Cnty, Riverside Cnty, San Bernardino Cnty	Incidents/accidents go unreported	Accidents			95
	High frequency of collisions	Accidents			
			Install navigations aids/maps	Signage/Info.	
			Additional funding/more information about grants	Fiscal	
			Add facilities	Facility Cap.	
			Remove MTBE from gas	Envir.	
Lake Shasta	High frequency of accidents	Accidents	None	Other	95
Mission Bay	High frequency of collisions	Accidents	None	Other	95
Sac-San Joaquin Delta	High frequency of collisions	Accidents			95
	High frequency of accidents	Accidents			
			None	Other	
San Diego Bay	High frequency of collisions	Accidents	None	Other	95
Colorado River, Riverside and San Bernardino Cnties	Insufficient water depth	Water Cond.			108
	Need navigation aids	Facilities	Install navigational aids/maps	Signage/Info.	
	BUIs/DUIs	Alcohol			
	Sand Bars	Water Cond.			
			Improve communication systems	Law Enf.	
Mission Bay	Poor water quality	Envir.	Better waste pumpout	Envir.	108
	Congestion on waterway	Capacity			
Oceanside Harbor	Poor water quality	Envir.	Better waste pumpout	Envir.	108
	Congestion on waterway	Capacity			
San Diego Bay	Poor water quality	Envir.	Better waste pumpout	Envir.	108
	Congestion on waterway	Capacity			

1 Complete County and Waterway List (**Table1**)

2 Problem Categories (**Table 37**)

3 Recommendation Categories (**Table 38**)

5 Agency Names (**Table40**)

California Boating Facilities Needs Assessment

Table 37
Problem Categories to Original Coded Problems

Category	Category Abbreviation	#(s)	Original Coded Problem ¹	Frequency
Accidents	Accidents	199	High frequency of accidents*	41
		219	High frequency of fatalities*	24
		214	High frequency of collisions*	19
		217	Vessel swimmer contact*	6
		209	Incidents/accidents go unreported*	4
Alcohol	Alcohol	197	BUIs/DUIs*	40
		45	Alcohol consumption	15
		9	Drunkenness	11
		72	Rowdy partiers	9
Capacity	Capacity	98	Congestion on waterway	65
		7	Congestion at launch ramp	17
		37	Insufficient parking	11
		6	Crowding, too many people	1
		158	Large ships	1
Facilities	Facilities	120	Dock/ramp damaged	7
		108	Ramps too steep	5
		208	Lack of law enforcement/lifeguard facilities*	5
		178	Ramp too narrow/shallow	3
		203	Lack of recreational facilities*	3
		71	Mooring buoys	2
		74	Distance between parking and launch area	2
		102	Facilities inadequate	2
		116	Ramp in poor condition	2
		160	Needs better buoy markers	2
		14	Facility closed	1
		39	Needs public swimming beach	1
		41	Needs navigation aids	1
		46	No launch ramp	1
		51	Poor campgrounds	1
		52	Needs more public access	1
		60	Slow speed limits/no wake zones	1
		63	Closed for dredging	1
		69	Lack of/poor quality restrooms	1
		115	Need campgrounds	1
		150	Lighting needed	1
		184	No boat hoist	1
		204	Launch ramp located near boating hazards*	1
Inexperience	Inexperience	166	Inexperienced boaters	31
		132	Boater education needed	19
		202	Inadequate maintenance of vessels/PWCs*	5
		216	Substandard boating equipment*	5
		221	High frequency of search and rescue missions*	5
		211	Rental agencies rent to inexperienced operators*	4
		2	Inadequate maintenance	1

¹ Regional Law Enforcement Interview Tables (**Tables 23-33**)

* Indicates Problems Added after Completion of Boating Facilities Study

Table 37 (cont.)

Category	Category Abbreviation	#(s)	Original Coded Problem ¹	Frequency
Recklessness	Recklessness	18	Reckless/excessive PWC operators	35
		8	Excessive speed of boats	13
		210	Operators ignore speed limits/rules and regulations*	13
		168	Rude/argumentative/violent boaters or users	9
		17	Reckless boaters	5
		201	Vessels too close to shore*	5
		207	Wakes created by speeders*	5
		87	Excessive noise	4
		101	Reckless/excessive water skiers	4
		222	Boaters not wearing life jackets*	4
		125	PWC use destroying atmosphere	3
		78	Underage boaters/skiers	2
		191	High speeds at night	2
		215	Minors not wearing emergency floatation devices*	2
Water Depth/Cond.	Water Cond.	11	Insufficient water depth	10
		44	Submerged objects/obstacles	9
		55	Needs to be dredged more often	9
		31	Dangerous water conditions	8
		147	Harbor entrance dangerous	5
		25	Too windy	2
		106	Cold water	2
		4	Floating debris	1
		67	Dangerous for small boat use	1
		95	Difficult to navigate	1
		152	No body contact with water	1
		226	Sand bars*	1
Environment	Envir.	213	Low water levels*	1
		35	Poor water quality	12
		200	Sensitive ecosystems/unsound boater habits*	6
		1	Invasive species	3
		27	Restrictions due to wildlife/environmental protection	3
		81	Trash	3
		187	Stop raw sewage dumping	3
		225	Abandoned vessels*	3
		10	Lack of pumpout facilities	2
		185	Problems with live-a-boards	2
		194	Fuel spills*	2
		195	Storm drain contamination*	2
Non-Boating Public Safety	Public Sfty	5	Over fishing	1
		105	Oil leaks	1
		15	Theft	8
		65	Vandalism	6
		179	Gang activity	5
		198	Illegal swimmers*	4
		220	Illegal non-boating activities*	4
		227	High frequency of crime*	2
		151	Too many non-boating activities	1
		177	Swimmers near ramp	1
		224	High frequency of fires/arson*	1

¹ Regional Law Enforcement Interview Tables (Tables 23-33)

* Indicates Problems Added after Completion of Boating Facilities Study

California Boating Facilities Needs Assessment

Table 37
Problem Categories to Original Coded Problems

Category	Category Abbreviation	#(s)	Original Coded Problem ¹	Frequency
Law Enforcement	Law Enf.	228	Lack of lifeguard presence*	10
		26	Lack of law enforcement	9
		205	Requires constant law enforcement presence*	6
		107	Needs another rescue/patrol boat	2
		229	Discrepancy in the interpretation of laws/regulation*	2
		196	Need emergency response plan*	1
		212	Patrol vessels inadequate for law enforcement on specific waterways*	1
		218	Lack of regulations*	1
		231	Poor public relations*	1
Fiscal	Fiscal	223	Loans are not in the best interest of marina managers*	2
Other	Other	30	Limited access	1
		86	Not safe	1
		99	Jet boats	1
		161	Permanent bridge is being built	1
		163	Airport expansion closing waterway	1

¹ Regional Law Enforcement Interview Tables (**Tables 23-33**)

* Indicates Problems Added after Completion of Boating Facilities Study

Table 38
Recommendation Categories to Original Coded Recommendations

Category	Category Abbreviation	#(s)	Original Coded Problem ¹	Frequency
Facility Capacity	Facility Cap.	11	Launching capacity	37
		79	Not enough facilities	19
		19	Add docks	12
		5	Parking capacity	10
		32	Needs boat slips	7
		146	Add facilities	7
		49	More marinas	4
		42	New access channel	1
Law Enforcement	Law Enf.	37	More law enforcement	32
		159	Hire more staff	24
		71	Lifeguards	10
		308	Additional or new patrol boat*	10
		115	Better enforcement officer training/equipment needs	8
		124	Prohibit alcohol consumption while operating a boat	6
		10	Security	5
		305	Multi-agency emergency task force*	5
		314	Patrol boats suitable for waters within jurisdiction*	5
		68	Too many restrictions	2
		149	Supervise launch ramp	2
		328	Improve communication systems*	2
		46	Increase US Coast Guard patrol	1
		171	Law: PWC's 200 feet from other watercraft	1
		190	Prohibit motorboat use in bays/and other waterways	1
		198	Coordinate waterway control	1
		309	Additional lifeguard training*	1
		319	Emergency vehicles are needed*	1
		331	Uniform interpretation of laws*	1
Facility Improvements	Facility Impr.	12	Facility repairs: docks	17
		8	Facility repairs: ramp	15
		41	General facility improvements	12
		17	Add/better restrooms	10
		40	Needs a gas pump station	4
		14	Floating bathrooms/restrooms	3
		22	Access road improved/needed	3
		31	Make wheelchair accessible/ADA	3
		34	Need specialty retail/supplies	3
		43	Another boat repair shop/includes a towing vessel	3
		26	More public access	2
		38	Improve add breakwater	2
		39	Install freshwater boat wash area	2
		15	Covered storage	1
		23	Mooring buoys	1
		28	Needs water passage	1
		51	Boat storage facility	4
		50	Showers	3
		61	Longer/steeper launch ramp	3
		117	Restrict/prepare for development	3
		179	Paved parking lot	3
		318	Reconfigure facilities*	3
		45	Picnic areas	2

¹ Regional Law Enforcement Interview Tables (Tables 23-33)

* Indicates Problems Added after Completion of Boating Facilities Study

California Boating Facilities Needs Assessment

Table 38 (cont.)

Category	Category Abbreviation	#(s)	Original Coded Problem ¹	Frequency
Facility Improvements (cont.)	Facility Impr.	47	More trash cans	2
		51	Boat storage facility	4
		50	Showers	3
		61	Longer/steeper launch ramp	3
		117	Restrict/prepare for development	3
		179	Paved parking lot	3
		318	Reconfigure facilities*	3
		45	Picnic areas	2
		47	More trash cans	2
		70	Pave launch ramp	2
		85	Beach area	2
		118	Fish cleaning facilities	2
		170	Parking lot close to ramp	2
		180	Close facility	2
		200	Repair parking lots	2
		317	Accommodations for larger boats*	2
		95	Repair pier	1
		104	Boating destinations	1
		114	No-speed-limit area	1
		165	Swimming area	1
		181	More boating parks	1
		327	Low water facilities needed*	1
Safety and Education	Safety/Edu.	136	Safety courses	34
		111	Public relations	6
		176	Boating license	6
		199	Public environmental education	5
		332	Public service announcements/educational campaigns*	5
		310	Require rental agencies/dealers to give safety instructions*	4
		20	More safety regulations	2
		103	Speed limits	2
		329	Resolve conflict between users*	2
		7	Separate area for PWCs	1
		307	PWC safety courses*	1
		326	Require life preservers*	1
Signage/ Information	Signage/Info.	62	Buoy markers	16
		321	Improve signage*	14
		55	Install navigational aids/maps	7
		86	Better speed markers	6
		333	Informational kiosk*	5
		148	Storm warning systems	2
Environment	Envir.	105	Publicize facilities	1
		2	Better waste pumpout	17
		54	Remove invasive species	4
		83	Regulate noise from electric plant	1
		63	Plant grass	1
		161	Remove MTBE from gas	1
		304	Fuel spill prevention*	5
		306	Oil-water separation technology*	5
		325	Prevent non-authorized live-a-board*	1
		334	Catch basins for storm drains*	1
		335	Hold polluters responsible*	1

¹ Regional Law Enforcement Interview Tables (Tables 23-33)

* Indicates Problems Added after Completion of Boating Facilities Study

Table 38 (cont.)

Category	Category Abbreviation	#(s)	Original Coded Problem ¹	Frequency
Water Conditions	Water Cond.	9	Dredging/lake bed needs to be leveled	19
		100	Remove submerged obstacles	6
		48	Maintain water levels	3
		57	Remove floating debris	3
		127	Protection from wind, currents, and waves	1
Fiscal Concerns	Fiscal	84	Additional funding/grant information	18
		323	Tax monies should be used appropriately*	4
		324	User fees should be charged*	3
		33	Decrease usage fees	1
Other	Other	0	None	52
		322	Cannot identify solution*	19
		320	Proactive measures solved problem*	18
		313	Favorable statements regarding DBW*	16
		330	Measures to solve problems have failed*	3
		109	Build more dams	1
		130	Allow PWC use	1

¹ Regional Law Enforcement Interview Tables (**Tables 23-33**)

* Indicates Problems Added after Completion of Boating Facilities Study

California Boating Facilities Needs Assessment

Table 39
Interview Number to Law Enforcement Agency

*	#	Agency name
	1	No agency
*	2	Berkeley Police Department (Alameda County)
	3	Big Bear Municipal Water District (San Bernardino County)
*	4	Blythe Police Department (Riverside County)
	5	American River District
	6	Huntington Beach, City of (Orange County) Marine Safety Division
	7	Imperial Beach Lifeguard Services
	8	Kern County Parks and Recreation Department
	9	Long Beach Fire Department, City of, Lifeguards/Marine Safety Division
	10	Los Angeles County Sheriff's Department
	11	Los Angeles County Sheriff's Department; Harbor Patrol
	12	Los Angeles County Sheriff's Department; Pyramid Lake
*	13	Los Angeles County Fire Department Lifeguard Training Center
	14	Los Angeles County Fire Department; Lifeguard Division
	15	Los Angeles County Parks and Recreation Department; Castaic Lake
	16	Los Angeles County Parks and Recreation Department; Santa Fe Dam Recreation Area
	17	Los Angeles County Parks and Recreation Department, Puddingstone Lake
	18	Los Angeles Police, Port of
	19	Monterey County Parks and Recreation Department; Lake Nacimiento
	20	Monterey County Parks Department; San Antonio Lake
	21	Morro Bay Harbor Department, City of; (San Luis Obispo County)
	22	Moss Landing Harbor District (Monterey County)
	23	Oceanside Harbor District (San Diego County)
	24	Orange County Sheriff's Department
	25	Redondo Beach, City of (Los Angeles County) Harbor Patrol
	26	Sacramento Police Department (Sacramento County)
	27	San Diego Lifeguard Services, City of (San Diego County)
	28	San Diego City Water Department (San Diego County)
	29	San Diego Harbor Police Department
	30	San Diego Police Department (San Diego County) Mission Bay Harbor Unit
*	31	San Francisco Police Department (San Francisco City/County)
	32	San Mateo County Harbor District; Oyster Point Marina
	33	Santa Barbara Waterfront Department; City of
	34	Santa Clara County Parks and Recreation; Anderson Lake Park
	35	San Mateo Parks and Recreation, County of
	36	Stanislaus County Sheriff's Department
	37	No agency
	38	Ventura Port District (Ventura County)
	39	Calaveras County Sheriff's Department
	40	Colusa County Sheriff's Department
	41	Contra Costa County Sheriff's Department
	42	Del Norte County Sheriff's Department
	43	El Dorado County Sheriff's Department
	44	Fresno County Sheriff's Department
	45	Glenn County Sheriff's Department
	46	Humboldt County Sheriff's Department
	47	Imperial County Sheriff's Department
	48	Kings County Sheriff's Department
	49	Lake County Sheriff's Department
	50	Lassen County Sheriff's Department
*	51	Los Angeles County Fire Department
	52	Mariposa County Sheriff's Department

* Indicates agency contacted, but interview not completed for use in this study

Table 39 (cont.)

*	#	Agency name
	53	Mono County Sheriff's Department
	54	Napa County Sheriff's Department
	55	Nevada County Sheriff's Department
*	56	Placer County Sheriff's Department
*	57	Plumas County Sheriff's Department
*	58	Sacramento County Sheriff's Department
*	59	San Bernardino County Sheriff's Department
	60	San Joaquin County Sheriff's Department
	61	Shasta County Sheriff's Department
	62	Sierra County Sheriff's Office
*	63	Siskiyou County Sheriff's Department
	64	Solano County Marine Patrol
*	65	Sonoma County Sheriff's Department
*	66	South Lake Tahoe Police Department (El Dorado County)
	67	Sutter County Sheriff's Department
*	68	Tehama County Sheriff's Department
	69	Trinity County Sheriff's Department
	70	Tulare County Parks and Recreation Department
	71	Tuolumne County Sheriff's Department
	72	Yolo County Sheriff's Department
	73	Yuba County Sheriff's Department
	74	San Bernardino County Sheriff's Department
	75	Bureau of Reclamation
	76	Inyo County Parks and Recreation Department
	77	Lauritzen Harbor (Contra Costa County)
*	78	Pittsburg Police Department (Contra Costa County)
	79	California State Parks/San Joaquin District
	80	San Joaquin Sheriff's Office Boating Safety Unit (see interview #60)
	81	Vallejo Marina (Solano County)
*	82	Solano Beach Department of Marine Safety (San Diego County)
	83	Solano County Parks
*	84	Folsom, City of, Department of Parks and Recreation
	85	Butte County Sheriff's Department
*	86	New Hogan Lake
	87	Los Angeles State Recreation Area (Lake Perris) Southern Field Division Los Lagos District
*	88	New Melones Field Office
	89	City of San Mateo Harbor Patrol
	90	San Mateo County Sheriff's Department
	91	San Mateo County Harbor District Pillar Point
	92	San Mateo County Parks and recreation Coyote Point Marina
	93	San Leandro, City of, Marina (Alameda County)
*	94	Emeryville, City of Marina (Alameda County)
	95	United States Coast Guard
	96	Sausalito Police Department (Marin County)
	97	Marin County Sheriff's Department
*	98	Mill Valley Police Department
*	99	San Francisco, City and County of San Francisco Marina, Parks and Recreation Department
*	100	South San Francisco Police Department (San Mateo County)
*	101	Santa Cruz County Police Department
*	102	Santa Cruz Parks and Recreation Department
	103	Santa Cruz State Lifeguards Life Guard Headquarters
*	104	San Rafael Police Department (Marin County)
	105	Chowchilla Police Department (Madera County)
	106	Merced County Sheriff's Department
	107	Reedley Police Department
	108	United States Coast Guard Marine Safety Unit

* Indicates agency contacted, but interview not completed for use in this study

California Boating Facilities Needs Assessment

Table 40
Law Enforcement Agency to Interview Number

*	Agency name	#
	American River District	5
*	Berkeley Police Department (Alameda County)	2
	Big Bear Municipal Water District (San Bernardino County)	3
*	Blythe Police Department (Riverside County)	4
	Bureau of Reclamation	75
	Butte County Sheriff's Department	85
	Calaveras County Sheriff's Department	39
	California State Parks/San Joaquin District	79
	Chowchilla Police Department (Madera County)	105
	City of San Mateo Harbor Patrol	89
	Colusa County sheriff's Department	40
	Contra Costa County Sheriff's Department	41
	Del Norte County Sheriff's Department	42
	El Dorado County Sheriff's Department	43
*	Emeryville, City of Marina (Alameda County)	94
*	Folsom, City of, Department of Parks and Recreation	84
	Fresno County Sheriff's Department	44
	Glenn County Sheriff's Department	45
	Humboldt County Sheriff's Department	46
	Huntington Beach, City of (Orange County) Marine Safety Division	6
	Imperial County Sheriff's Department	47
	Imperial Beach Lifeguard Services	7
	Inyo County Parks and Recreation Department	76
	Kern County Parks and Recreation Department	8
	King's County Sheriff's Department	48
	Lake County Sheriff's Department.	49
	Lassen County Sheriff's Department	50
	Lauritzen Harbor (Contra Costa County)	77
	Long Beach Fire Department, City of, Lifeguards/Marine Safety Division	9
*	Los Angeles County Fire Department	51
*	Los Angeles County Fire Department Lifeguard Training Center	13
	Los Angeles County Fire Department; Lifeguard Division	14
	Los Angeles County Parks and Recreation Department, Puddingstone Lake	17
	Los Angeles County Parks and Recreation Department; Castaic Lake	15
	Los Angeles County Parks and Recreation Department; Santa Fe Dam Recreation Area	16
	Los Angeles County Sheriff's Department	10
	Los Angeles County Sheriff's Department; Harbor Patrol	11
	Los Angeles County Sheriff's Department; Pyramid Lake	12
	Los Angeles Police, Port of	18
	Los Angeles State Recreation Area (Lake Perris) Southern Field Division Los Lagos District	87
	Marin County Sheriff's Department	97
	Mariposa County Sheriff's Department	52
	Merced County Sheriff's Department	106
*	Mill Valley Police Department	98
	Mono County Sheriff's Department	53
	Monterey County Parks and Recreation Department; Lake Nacimiento	19
	Monterey County Parks Department; San Antonio Lake	20
	Morro Bay Harbor Department, City of; (San Luis Obispo County)	21
	Moss Landing Harbor District (Monterey County)	22
	Napa County Sheriff's Department	54
	Nevada County Sheriff's Department	55
*	New Hogan Lake	86

* Indicates agency contacted, but interview not completed for use in this study

Table 40 (cont.)

*	Agency name	#
*	New Melones Field Office	88
	Number not used	1
	Oceanside Harbor District (San Diego County)	23
	Orange County Sheriff's Department	24
*	Pittsburg Police Department (Contra Costa County)	78
*	Placer County Sheriff's Department	56
*	Plumas County Sheriff's Department	57
	Redondo Beach, City of (Los Angeles County) Harbor Patrol	25
	Reedley Police Department	107
*	Sacramento County Sheriff's Department	58
	Sacramento Police Department (Sacramento County)	26
*	San Bernardino County Sheriff's Department	59
	San Bernardino County Sheriff's Department	74
	San Diego City Water Department (San Diego County)	28
	San Diego Harbor Police Department	29
	San Diego Lifeguard Services, City of (San Diego County)	27
	San Diego Police Department (San Diego County) Mission Bay Harbor Unit	30
*	San Francisco Police Department (San Francisco City/County)	31
*	San Francisco, City and County of San Francisco Marina, Parks and Recreation Department	99
	San Joaquin County Sheriff's Department	60
	San Joaquin Sheriff's Office Boating Safety Unit (see interview # 60)	80
	San Leandro, City of, Marina (Alameda County)	93
	San Mateo County Harbor District Pillar Point	91
	San Mateo County Harbor District; Oyster Point Marina	32
	San Mateo County Parks and recreation Coyote Point Marina	92
	San Mateo County Sheriff's Department	90
	San Mateo Parks and Recreation, County of	35
*	San Rafael Police Department (Marin County)	104
	Santa Barbara Waterfront Department; City of	33
	Santa Clara County Parks and Recreation; Anderson Lake Park	34
*	Santa Cruz County Police Department.	101
*	Santa Cruz Parks and Recreation Department	102
	Santa Cruz State Lifeguards Life Guard Headquarters	103
	Sausalito Police Department (Marin County)	96
	Shasta County Sheriff's Department	61
	Sierra County Sheriff's Office	62
*	Siskiyou County Sheriff's Department	63
*	Solano Beach Department of Marine Safety (San Diego County)	82
	Solano County Marine Patrol	64
	Solano County Parks	83
*	Sonoma County Sheriff's Department	65
*	South Lake Tahoe Police Department (El Dorado County)	66
*	South San Francisco Police Department (San Mateo County)	
	Stanislaus County Sheriff's Department	
	Sutter County Sheriff's Department	67
*	Tehama County Sheriff's Department	68
	Trinity County Sheriff's Department.	69
	Tulare County Parks and Recreation Department	70
	Tuolumne County Sheriff's Department	71
	United States Coast Guard Marine Safety Unit	108
	United States Coast Guard	95
	Vallejo Marina (Solano County)	81
	Ventura Port District (Ventura County)	38
	Yolo County Sheriff's Department	72
	Yuba County Sheriff's Department	73

* Indicates agency contacted, but interview not completed for use in this study

DEPARTMENT OF BOATING AND WATERWAYS

2000 EVERGREEN STREET, SUITE 100
SACRAMENTO, CA 95815-3888
(916) 263-1331



(DATE)

(ADDRESS)

(ADDRESS)

(ADDRESS)

(ADDRESS)

(GREETING):

The California Department of Boating and Waterways (DBW) is sponsoring a statewide assessment of California's boating facility needs. This study will provide the basis for allocating current and future recreational boating resources statewide. The project includes a telephone survey of boaters, surveys of boating facility providers, public workshops, and telephone interviews of law enforcement officials involved in boating safety and enforcement programs. The study is being conducted for the DBW by the California State University Sacramento (CSUS) Foundation, and the Public Research Institute at San Francisco State University.

The objective of the law enforcement interviews is to obtain insights and input on the relationship between boating safety and boating facilities. We are interested in hearing your perspective on boating problem areas (or "hot spots"), and recommendations for facility improvements that could reduce the risk of boating safety problems. We might classify a boating area as a hot spot if it has: a disproportionate number of accidents, extreme congestion, high crime levels, environmentally sensitive ecosystems, environmental protests or actions involving a specific site, or extensive media publicity over a particular issue or event.

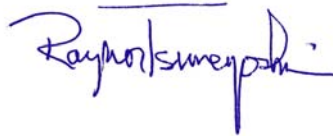
Mr. Eric Foemmel, a graduate student in the CSUS Recreation and Leisure Studies Department, will conduct the telephone interview. You were selected from the DBW contact list of boating safety and enforcement programs because we are interested in potential problems and facility needs at the boating areas in your jurisdiction. To make the interviews more efficient, and to ensure that Mr. Foemmel has accurate information, please use the envelope provided to send a map of your jurisdiction, if one is available, to Mr. Foemmel.

Mr. Foemmel will be calling you in the next few weeks to set up an appointment for the interview. The interview should take about 20 minutes. If there is someone else at your agency or department that you feel should be interviewed, please refer Mr. Foemmel to the other contact person when he calls.

(NAME)
(DATE)
Page Two

If you have any questions about the project, please contact Ms. Wendy Pratt of NewPoint Group at (916) 442-0508, extension 106 or Mr. Harold Flood of DBW at (916) 263-8165. Thank you in advance for participating in this study.

Sincerely,

A handwritten signature in blue ink, reading "Raynor Tsuneyoshi". The signature is stylized with a horizontal line above the first name and a long, sweeping underline.

Raynor Tsuneyoshi
Director



Law Enforcement Agency Questionnaire Telephone Survey

Name of Agency:

Interview Number:

Name of Respondent:

Title/Position:

Telephone Number:

Date of Interview:

Notes:

Hot Spot Within Jurisdiction		
A1	Place	
A2	County	
A3	Problem	
A4	Solution	

Hot Spots Within Jurisdiction		
B1	Place	
B2	County	
B3	Problem	
B4	Solution	

Hot Spots Within Jurisdiction		
C1	Place	
C2	County	
C3	Problem	
C4	Solution	

Boating-Related Problems Within Jurisdiction		
X1	Most important boating-related problem.	
X2	Other boating-related problems.	

Top Three Boating Facility Needs Within Jurisdiction		
Y1	Need 1	
Y2	Need 2	
Y3	Need 3	

Final Suggestions and Comments about California's Boating Facility needs.		
Z1	Final Suggestions and comments	

